

COUNTRY LIFE

MOTOR SHOW NUMBER

OCTOBER 22, 1959

HALF-A-CROWN

UNIVERSITY OF ILLINOIS
LIBRARY
NOV 10 1959
CHICAGO



The secret of my Martinis? Martini

Pretty obvious, when you taste it!

Martini Dry

(that's the one in the green bottle)

and gin, well chilled.

Simple but perfect!

Let me fill your glass.



Better drink

MARTINI

COUNTRY LIFE

Vol. CXXVI No. 3268

OCTOBER 22, 1959

KNIGHT, FRANK & RUTLEY

SURREY AND HAMPSHIRE BORDER

Superb situation with magnificent south views. London under 40 miles. (Waterloo about 1 hour).
A BEAUTIFULLY APPOINTED COUNTRY HOUSE WITH AN EXCELLENT ATTESTED FARM



3 reception rooms, 4 best bedrooms, 4 secondary bedrooms, 4 bathrooms and staff flat. Charming but inexpensive gardens.

Complete oil central heating. Main water and electricity.

FINE RANGE OF MODERN BUILDINGS
5 COTTAGES AND FLAT (all with bathrooms)

ABOUT 170 ACRES

FOR SALE WITH POSSESSION

Offers for the house and gardens and certain cottages, but excluding the farm, would be considered.



With EGGAR & CO., 74, Castle Street, Farnham, Surrey, Tel. 6221, and KNIGHT, FRANK & RUTLEY

NEWMARKET 2 MILES

Charming village house in secluded position.
THE WHOLE IN EXCELLENT ORDER AND HAVING EVERY MODERN CONVENIENCE



3 RECEPTION ROOMS
5 BED AND DRESSING ROOMS
2 BATHROOMS. STAFF FLAT

CENTRAL HEATING

ALL MAIN SERVICES

3 GARAGES. AMPLE STABLING

2 COTTAGES

Delightful garden, 2 greenhouses, stream, railed paddock.

In all 12 Acres

FOR SALE FREEHOLD



Agents: KNIGHT, FRANK & RUTLEY (52148 K.M.)

By direction of the Trustees of the Morant Settled Estate.

BROCKENHURST, HAMPSHIRE

Enjoying the amenities of the New Forest
VARIOUS FREEHOLD PROPERTIES AT BROCKENHURST, SETLEY, AND SANDY DOWN



comprising outlying portions of
THE BROCKENHURST ESTATE
and including

TILE BARN FARM—92 ACRES

An Attested Dairy Farm Let at £215 per annum
Several Houses and Cottages close to the open forest (3 with possession).

Parcels of accommodation land. A mature oak wood of 36¼ Acres.

To be offered for Sale by Auction in Lots
locally during the summer (unless previously sold.)

Solicitors: Messrs. JANSON, COBB, PEARSON
AND CO., 22, College Hill, E.C.4. (CIT 2643).



Land Agents: CECIL SUTTON & SON, The Estate Offices, Brockenhurst, Hants. (Tel. 3204)
Auctioneers: KNIGHT, FRANK & RUTLEY

WEST SUSSEX

4 miles South of Petworth, near the Downs. The Freehold Miniature Stud Farm.
LODGE GREEN, ADJOINING BURTON PARK. 16 ACRES



Picturesque range of boxes, stabling, covered yard, lofts and men's quarters (surrounding a courtyard with well head and surmounted by a dove-cote). Pair of modern semi-bungalow cottages each of five rooms, bath, main water and private electricity. 5 stoutly fenced paddocks (water connected).

Vacant Possession of the Whole

FOR SALE BY AUCTION IN ONE LOT

Locally at an early date.

Solicitors: Messrs. BIRCHAM & CO., 46,
Parliament Street, S.W.1. (WHI 4002)

Land Agents: Messrs. CLUTTON, 5, Great College Street, Westminster, S.W.1. (WHI 5833)
Auctioneers: KNIGHT, FRANK & RUTLEY



20, HANOVER SQUARE, LONDON, W.1

HEREFORD OFFICE: DISTRICT BANK CHAMBERS, 14, BROAD STREET, (Tel. 3087/88)

MAYfair 3771
(15 lines)

Telegrams:
"Galleries, Wesdo, London"



JACKSON-STOPS & STAFF

14, CURZON STREET, LONDON, W.1

Also at CIRENCESTER, NORTHAMPTON, YORK, YEOVIL, CHICHESTER, CHESTER, NEWMARKET AND DUBLIN

By order of the Trustees of Sir William Cuthbert Quilter, dec'd.

THE BAWDSEY ESTATE, SUFFOLK

Woodbridge 5 miles, Ipswich 13 miles.

AN AGRICULTURAL AND SPORTING ESTATE

COMPRISING

SHOTTISHAM HALL AND STREET FARMS
ACCOMMODATION LAND. VALUABLE MARSHES
EXTENSIVE WOODLANDS
THE RAMSHOLT ARMS
EXTENDING TO 1,125 ACRES
WITH VACANT POSSESSION

5 PRODUCTIVE MIXED FARMS
SEVERAL USEFUL ARABLE HOLDINGS
COTTAGES
EXTENDING TO 2,035 ACRES
LET AND PRODUCING A RENTAL OF £3,845 PER ANNUM

IN ALL 3,160 ACRES

FOR SALE BY AUCTION (unless previously sold privately) as a whole or in lots on **TUESDAY, DECEMBER 15, 1959.**

Solicitors: Messrs. BELL, BRODRICK & GRAY, The Rectory, 29, Martin Lane, Cannon Street, E.C.4 (Tel. MAN 5721).

Joint Auctioneers: JACKSON-STOPS & STAFF, 14, Curzon Street, W.1 (Tel. GRO 6291), 168, High Street, Newmarket (Tel. 2231), and A. E. SPEAR & SONS, The Hill, Wickham Market, Woodbridge, Suffolk (Tel. Wickham Market 321).

SUITABLE RESIDENTIALLY AND FOR CONVERSION OR DEVELOPMENT

FOREST HILL ESTATE, SANDIWAY, Nr. NORTHWICH

FOREST HILL

containing 4 reception rooms, 10 bedrooms,
3 bathrooms, usual domestic offices and flat.

CHAUFFEUR'S COTTAGE

2 building plots with planning permission.

5-acre accommodation field.

Cottage and stables.

4 COTTAGES

20 ACRES sand-bearing pasture land.

7 ACRES woodland.

Vacant Possession of all except 4 cottages
and agricultural land.



FOR SALE BY AUCTION as a whole or in 10 lots (unless previously sold) at
THE GROSVENOR HOTEL, CHESTER, on **THURSDAY, NOVEMBER 12, 1959 at 3.30 p.m.**

Auctioneers: JACKSON-STOPS & STAFF, 25, Nicholas Street, Chester (Tel. 21522/3), and
DENTON CLARK & CO., 4, Vicars Lane, Chester (Tel. 21527).

Solicitors: BIRCH, CULLIMORE & CO., Friars, White Friars, Chester.

SUITABLE FOR CONVERSION AND DEVELOPMENT

PUCKERIDGE, HERTS.

Bishops Stortford 7 miles, Hertford 7 miles, London 30 miles.



The important village
residence.

ROUNDHAYE

Hall, 3 reception rooms,
5 bedrooms, dressing room,
2 bathrooms, cloakroom,
domestic offices.

Main water, electricity and
drainage.

Extensive outbuildings.

Cottage (let).

ABOUT 21½ ACRES

FOR SALE BY AUCTION (if not previously sold privately) as a whole or
in two lots on **THURSDAY, NOVEMBER 26, 1959.**

Solicitor: Mr. J. F. CHADWICK, 25, Bedford Row, W.C.1.
(Tel. HOLborn 2382).

Auctioneers: JACKSON-STOPS & STAFF, 14, Curzon Street, W.1.
(Tel. GROsvenor 6291).

By order of Trustees.

TO LET

THE TITHE BARN, CERNE ABBAS, DORSET

Surrounded by the amenities of tradition on the outskirts of a charming village.

THIS HISTORIC 13th-CENTURY STONE-BUILT HOUSE

contains 3 reception rooms,
4 main and 2 other bed-
rooms, 2 bathrooms,
kitchen.

Main electricity.

Central heating.

Garage for 4 cars, stabling,
good water and drainage,
and charming, easily
maintained gardens.

Midst of Cattistock and
South Dorset Hunts.



Apply JACKSON-STOPS & STAFF, 30, Hendford, Yeovil (Tel. 1066).

By direction of K. C. Finlay, Esquire.

HUNTINGTON HALL, NEAR CHESTER

Chester 3 miles, Aldford 2 miles.

In an unspoilt country district on the verge of the Westminster Estate.

MEDIUM-SIZED COUNTRY RESIDENCE OF CONSIDERABLE CHARACTER

Hall, lounge hall, Adam-style drawing and
smoke rooms, dining room, playroom,
modernised domestic offices, 6 bedrooms,
2 bathrooms.

Central heating. Mains water and electricity.

Garage for 3 cars. Delightful gardens.

T.T. ATTESTED HOME FARM with bailiff's
modern flat, pair of semi-detached dwelling
houses, convenient range of farm buildings,
including modernised shippens to tie 29.

Well-farmed lands in a ring fence.

IN ALL ABOUT 100 ACRES

FREEHOLD WITH VACANT
POSSESSION AND FREE OF INGOING



TO BE OFFERED FOR SALE BY AUCTION IN ONE LOT (unless previously sold privately) at THE GROSVENOR HOTEL, Chester, on **THURSDAY, NOVEMBER 19, 1959 at 3.30 p.m.**

Illustrated particulars from the Joint Auctioneers: JACKSON-STOPS & STAFF, 25, Nicholas Street, Chester (Tel. 21522/3),
or SWETENHAM, WHITEHOUSE & CO., 5, St. Werburgh Street, Chester (Tel. 20422).

Solicitors: LACES & CO., 25, Castle Street, Liverpool, 2 (Tel. Central 1634).



KNIGHT, FRANK & RUTLEY

SURREY—SUSSEX BORDER

Hyde Park Corner 25 miles. Reigate 4½ miles.
ELIZABETHAN FARMHOUSE



Modernised and in excellent order.

Hall,
3 reception rooms,
5 bedrooms, 2 bathrooms.
Central heating.

Main electric light
and water, gas.

GARAGE
for 2 cars.

ATTRACTIVE
GARDENS
with views over open
farmland.

IN ALL ABOUT 2 ACRES

Sole Agents: KNIGHT, FRANK & RUTLEY. (14294 G.J.A.)

PULBOROUGH 3 MILES

1 mile from village (London 1 hour 10 mins.)
EXCELLENT ELIZABETHAN MANOR HOUSE



Which has been
recently converted
and modernised.

Hall,
2 reception rooms,
6 bedrooms,
2 bathrooms.

Partial central heating.
Main electric light and
water.

Cottages. 2 garages.

Charming small walled garden,
in all about 1 ACRE

Further Cottage available. FOR SALE FREEHOLD
Agents: KNIGHT, FRANK & RUTLEY. (56548 G.J.A.)

MAYfair 3771
(15 lines)

20, HANOVER SQUARE, LONDON, W.1
HEREFORD OFFICE: DISTRICT BANK CHAMBERS, 14, BROAD STREET, (Tel. 3087/88)

Telegrams:
"Galleries, Wesdo, London"

1, STATION ROAD,
READING
READING 54055 (4 lines)

NICHOLAS

(ESTABLISHED 1882)

4, ALBANY COURT YARD,
PICCADILLY, W.1.
REGENT 1184 (3 lines)

WELL-WOODED CHILTERN HILLS

London 35 miles. 750 ft. up.



Charming 16th-century Cottage Residence. Glorious position with panoramic views. 3-4 bedrooms (1 with h. and c.), bathroom, w.c., 3 reception rooms, kitchen. Garage for 3. Loose box. 3¼ ACRES
Main water, electricity, complete central heating.
PRICE £5,400 FREEHOLD

READING-TWYFORD-WOKINGHAM TRIANGLE

A really pleasant country residence facing south. Thoroughly modernised and re-decorated. Lounge hall, cloakroom, w.c., 3 reception rooms, modern kitchen, 4 principal bedrooms, 2 bathrooms, 2 w.c's, 2 secondary bedrooms, 2 staircases. Garage for 2, stabling if required. 2 converted bungalow cottages. Grounds and meadow-land of 7 ACRES

Main water, electricity, gas, complete central heating.
PRICE £9,000 FREEHOLD

READING—PANGBOURNE (Between)
MAIN PORTION OF GEORGIAN RESIDENCE
which has been converted and modernised. Hall, 3 reception rooms, loggia, 4 bedrooms, bathroom, w.c. Garage, workshop, garden.
Main water and electricity.
PRICE £3,970 FREEHOLD

SONNING-ON-THAMES

Situated in this lovely old Thames-side village.

A PICTURESQUE DOUBLE-FRONTED RESIDENCE, well maintained and tastefully decorated. 2 reception rooms, kitchen, 3 bedrooms, bathroom, w.c. All main services. Small garden.
PRICE £3,850 FREEHOLD

THE ELMS, SOUTH STOKE

Edge of the Chilterns. Goring 2 miles. Reading 11 miles.



COUNTRY RESIDENCE erected about 1880. Entrance hall, cloakroom and w.c., 3 reception rooms, domestic offices, 7 bedrooms, 2 bathrooms, 2 w.c's. Double garage, greenhouse, matured garden.
Main water and electricity.
FOR SALE PRIVATELY OR BY AUCTION
EARLY NOVEMBER



BERNARD THORPE & PARTNERS

LONDON OXTED HEREFORD YORK DARLINGTON NEWCASTLE UPON TYNE HEXHAM EDINBURGH

WEST COUNTRY AND WELSH BORDER PROPERTIES

HEREFORD AND RADNOR BORDER

FINE MEDIUM-SIZED HOUSE OF GEORGIAN CHARACTER
in good decorative condition



The price has just been reduced to only
£5,000 FREEHOLD

The house faces South
with fine views and
contains

3 reception rooms with
some fine plaster ceilings
and Adams-type hob grate.
6 main bedrooms with
2 bathrooms and wing of
3 rooms with bathroom.

Mains electricity.

Modern garages.

RADNORSHIRE

EXTREMELY ATTRACTIVE SUPERBLY APPOINTED MODERN
HOUSE
with splendid views.



Strongly recommended at
PRICE £5,000 FREEHOLD

Completed in 1952 and
exceptionally well built,
the house contains

4 BEDROOMS,
BATHROOM,
THROUGH LOUNGE
AND DINING ROOM
GOOD KITCHEN

Well-maintained gardens
of 1 ACRE

Details of these and other residential and agricultural properties in the West Country and Wales from BERNARD THORPE & PARTNERS, Maylord Street Chambers, Hereford (Tel. 4316).

BORDER OF SUSSEX AND KENT

On high ground between Tunbridge Wells and East Grinstead.

ALL GRASS FARM OF 30 ACRES
Watered by a stream



A very nice little farm with an unusually attractive character residence, fully modernised. Contains hall with cloakroom, 26-ft. lounge, dining room, study or office, kitchen, 4 bedrooms, bathroom. Main electricity and water. Farm buildings, including T.T. cowhouse for 8, dairy and large barn, 50-ft. deep litter house.
PRICE £7,750 FREEHOLD

Details of the above and other residential and small agricultural properties in the district may be obtained from Oxted Office. Tel. 2375.

Head Office: 1, Buckingham Palace Road, Westminster, S.W.1 (Tel. VIC. 3012). West End Office: 129, Mount Street, Berkeley Square, Mayfair, W.1 (GRO. 2501). Branches at Maylord Street Chambers, Hereford; St. Helen's Square, York; 25, High Row, Darlington; 30, Market Street, Newcastle; Hexham; 5, Glenfinlas Steet, Edinburgh; and Oxted.

SANDERSTEAD COURT

SANDERSTEAD, SURREY

Only 13 miles from London. Overlooking a glorious valley
in the Green Belt.

NEW LUXURY FLATS

in private grounds.

SPACIOUS ROOMS. UNDER-FLOOR HEATING
PARQUET FLOORS. LUXURY BATHROOMS
FULLY EQUIPPED KITCHENS.

BUILT-IN REFRIGERATORS. SPIN-DRYERS

Garages optional.

A few good positions are still available.

PRICE £3,425 LEASEHOLD

99 years lease.

KENT

In the favourite Crockham Hill area. Oxted 3½ miles.
Westerham 2½ miles.

Charming Post-war Residence



The house is of exceptionally fine construction and design, with almost every room enjoying magnificent views southwards across the Weald. Contains spacious lounge and dining room, study, office, cloakrooms and well-planned kitchen. Large garage. Easily maintained garden and grounds of about 4 ACRES

PRICE £12,500 FREEHOLD

Telephone:
HYDe Park 8222
(20 lines)

HAMPTON & SONS

6, ARLINGTON STREET, ST. JAMES'S, S.W.1

Telegrams:
"Selanlet, Piccy
London"

GLORIOUSLY SITUATED ON SOUTH DEVON COAST
with exquisite views of sea and cliff.
SUPERBLY FITTED MODERN HOUSE IN IMMACULATE CONDITION



With well-planned and beautifully proportioned accommodation including:
Hall, cloakroom, 2 lovely reception rooms, breakfast room and excellent domestic offices; principal bedroom 32 ft., dressing room, 2 double bedrooms, bathroom, linen room, boxroom. 2 large garages, greenhouse.

ABOUT 1 ACRE

well-stocked and colourful garden.
Main services.

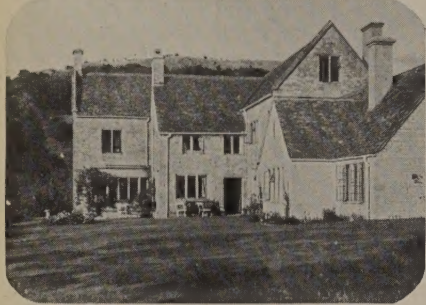


FOR SALE FREEHOLD. VERY HIGHLY RECOMMENDED
Agents: HAMPTON & SONS, 6, Arlington Street, St. James's, S.W.1. (C.68738)

GLOUCESTERSHIRE

Within easy reach of Cheltenham.

DELIGHTFUL MINIATURE ESTATE OF 82 ACRES



CHARMING PERIOD COTSWOLD STONE HOUSE
with lovely views.
3 reception rooms,
6 bedrooms, 2 bathrooms.
Main water and electricity.
Garages and stabling.
STAFF FLAT COTTAGE
FARM BUILDINGS
Excellent grazing pastures.

FOR SALE FREEHOLD WITH VACANT POSSESSION

Strongly recommended by
HAMPTON & SONS, 6, Arlington Street, St. James's, S.W.1. (D.2824)

"MALTMASS GREEN," DENHAM, BUCKS

18 miles west of London, amidst Green Belt farmland. 1 mile from village.

A QUEEN ANNE HOUSE



Beautifully proportioned and full of character.
ON TWO FLOORS
9 bedrooms, 2 bathrooms,
3 reception rooms, good domestic offices. Picturesque and comfortable period. Lodge. Stabling for 2. Two Garages.
WELL TIMBERED SECLUDED GROUNDS
Farmland (let) in all about **16½ ACRES**
Freehold. For Sale by Auction at Gerrards Cross on Saturday, 31st October at 11.30 a.m.

Solicitors: Messrs. BIRD & BIRD, 2, Grays Inn Square, W.C.1. Joint Auctioneers:
A. C. FROST & CO., 21, Station Parade, Gerrards Cross, Tel. 2277, and
HAMPTON & SONS, as above.

HAMPSHIRE

In favoured village close to River Itchen.

PICTURESQUE MANOR HOUSE WITH SMALL FARMERY AND VALUABLE FISHING RIGHTS
Superior Georgian Residence in excellent state of repair.



FOR SALE FREEHOLD

Highly recommended.
Joint Sole Agents: HEWETT & LEE, 144, High Street, Guildford (Tel. 2811), and HAMPTON & SONS, as above. (H.66877).

3 reception rooms,
5 bedrooms,
2 bathrooms,
modern kitchen.
Main electricity.
PART CENTRAL HEATING
Garage 3 cars.
Pleasant garden.
MODERN FARM BUILDINGS
with stabling block, loose boxes, piggeries, tractor and implement sheds.
17 acres of good pasture land (6 acres rented).
200 yds. excellent Trout Fishing in main Itchen river, well stocked and maintained.

FACING SOUTH WITH UNSURPASSED SEA AND COASTAL VIEWS

BEAUTIFULLY APPOINTED MARINE RESIDENCE OF CHARACTER

Occupying outstanding cliff-top situation.
Lounge hall, 2 reception rooms, cloakroom, English Rose kitchen, staff sitting room, 6 bedrooms (4 with basins), 3 bathrooms.
Main services.

OIL CENTRAL HEATING
GARAGE 3 cars. Lovely landscaped gardens with rockery, lawns, etc., in all about **1½ ACRES**
An exceptional opportunity to acquire a first-class residence in a premier position.



FREEHOLD FOR SALE. Recommended with every confidence

Sole Agents: HAMPTON & SONS, 6, Arlington Street, St. James's, S.W.1. (K.63303)

WALTON HEATH GOLF COURSE

and commons. 1 mile shops and bus services.

PICTURESQUE AND LUXURIOUS RESIDENCE ON ONE FLOOR

Hall and cloakroom, fine lounge-dining room (24 ft. by 20 ft.), suite of 2 bedrooms and lovely bathroom, 2 other bedrooms and 2 bathrooms, kitchen.

GUESTS' COTTAGE or secondary residence with 2 reception, 3 bedrooms, bathroom and kitchen.

GARAGE for 4 cars.
Chauffeur's room with basin. Good buildings.

LOVELY GARDENS, easy of maintenance, lawns, azalea and rhododendron walks, fine trees and shrubs, mixed woodland of **over an acre, 3½ ACRES in all.**
REASONABLE OFFERS INVITED FOR FREEHOLD. URGENT SALE
Inspected and recommended by
HAMPTON & SONS, 6, Arlington Street, St. James's, S.W.1. (S.52031)



BURNHAM-ON-CROUCH

Centre of east coast yachting world, yet only 90 minutes from Liverpool Street.

SUPERB ARCHITECT-DESIGNED RESIDENCE

In Secluded situation.
Hall, magnificent lounge (34 ft. 6 in. by 15 ft.), sitting room, good kitchen, 5-6 bedrooms, 2 bathrooms.

Main services.
Full central heating.
Double garage.
Feature garden.

WITH 2 OR 10 ACRES

FREEHOLD FOR SALE

HAMPTON & SONS, 34, South Street, Bishop's Stortford. Tel. 243/4. or as above. M.68534



[Continued on Supplement 23]

HYDE PARK
4304

OSBORN & MERCER

ESTABLISHED 1882

28b, ALBEMARLE STREET,
PICCADILLY, W.1

ON THE COTSWOLD HILLS

Near a village between Gloucester and Cirencester.

**A Delightful Period Cotswold Farmhouse,
with a Pasture Farm of 82 acres**3 reception, 6 bedrooms, 2 bathrooms. Central heating.
Mains electricity.**SELF-CONTAINED FLAT
AMPLE FARMBUILDINGS**

Well-watered pastureland with a small stream.

FOR SALE FREEHOLD

Cottage available if required.

Agents: OSBORN & MERCER, as above. (21,709)

SOUTH DEVON

Occupying a superb position with lovely views to the
Dartmoor hills.**A Charming Stone Built Modern House**3 reception, 4 bedrooms, bathroom, downstairs cloak-
room. Mains electricity and water.**Stone-built stable block and garage.**

Delightful garden of 1/2 ACRE

FREEHOLD £5,400

Agents: OSBORN & MERCER, as above. (21,680)

NEAR WEST CORNISH COAST

**Originally an old cottage, now restored and
added to**

In a quiet position 300 ft. above sea level.

2 reception rooms, 4 bedrooms, 3 bathrooms. Mains
electricity. Large garage.**FOR SALE FREEHOLD WITH A SMALL GARDEN
or with up to 25 acres of arable land.**

Agents: OSBORN & MERCER, as above. (21,694)

SANDWICH, KENT

Within a short distance of two famous golf courses.

A Queen Anne House with Georgian additionsPossessing lovely period features, including pine
panelling.Entrance hall, 2-3 reception, 5-6 bedrooms, 2 bathrooms,
and staff annexe of 2 rooms and bathroom.**Central heating. All main services.**Small walled garden. **FREEHOLD ONLY £5,500**

Sole Agents: OSBORN & MERCER, as above. (21,593)

BERKS. 35 MINUTES PADDINGTON

A Most Attractive Period HouseOak timber framed with multi-coloured bricks and tiled
roof.In good order with lounge hall, 3 reception, 5 bedrooms
(3 with basins), bathroom and shower room.**Oil-fired central heating.****2 GARAGES, 2 LARGE BARNs, SPACIOUS
[DEEP LITTER HOUSE, FARM BUILDINGS****FOR SALE FREEHOLD WITH EITHER****14 1/4 ACRES OR ABOUT 29 ACRES**

Agents: OSBORN & MERCER, as above. (21,654)

NEAR THE BORDERS OF NORTHANTS,
BUCKS AND OXON**A DELIGHTFUL RESIDENTIAL PROPERTY****Built of brick and stone, facing South and West.**3 reception rooms, 5 bedrooms, dressing room, 2 bath-
rooms. Main services.**Garage and small inexpensive garden.****FREEHOLD ONLY £5,200**

Agents: OSBORN & MERCER, as above. (21,693)

ROYAL AGRICULTURAL SOCIETY OF ENGLAND



WISH TO PURCHASE A

PERMANENT BASE

FOR

THE ROYAL SHOW

IN THE MIDLANDS

WITHIN WARWICK, NOTTINGHAM, CHESTER TRIANGLE

350-500 ACRES

SITE MUST BE REASONABLY LEVEL AND COMPACT, AND EASILY ACCESSIBLE
BY ROAD AND RAIL. AMENITIES DESIRABLE. MANSION NO OBJECTION

PARTICULARS TO THE SOLE AGENTS:

CHEYNEYS LODGE,
ASHWELL, BALDOCK
(STEEPLE MORDEN 210)

SMITH-WOOLLEY & CO.

AND AT
COLLINGHAM (NOTTS)
OXFORD AND FOLKESTONE

RUSSELL, BALDWIN & BRIGHT LTD.

SOUTH STREET, LEOMINSTER (Tel. 2363), also at 20, KING STREET, HEREFORD (Tel. 4366), TENBURY WELLS and HAY-ON-WYE

NORTH HEREFORDSHIRE—NEAR LEOMINSTER

VERY WELL SITUATED AND MODERN FREEHOLD T.T. AND ATTESTED AGRICULTURAL HOLDING

"ALDERWOOD"

Recently constructed
Bungalow Residence.HALL, SITTING ROOM, DINING ROOM,
KITCHEN WITH AGA, 3 BEDROOMS,
BATHROOM

MODERN SERVICES

DELIGHTFUL GARDEN

TWO MODERN EMPLOYEES'

BUNGALOWS each with sitting room,
kitchen with Rayburn, 2 bedrooms.Very adequate farm buildings, at present
utilised for milk production, and approx.

150 ACRES of

EXCELLENT PASTURE, PASTURE
ORCHARD, ARABLE AND WOODLAND**VACANT POSSESSION OF THE
WHOLE**For sale by Auction at The Talbot Hotel,
Leominster, on Friday, November 20,
1959, at 3 p.m.

Solicitors: Messrs. MOORE & SON, Corn Square, Leominster. Auctioneers: RUSSELL, BALDWIN & BRIGHT LTD., 38, South Street, Leominster (Tel. 2363).

20, NORTH STREET, HORSHAM
Telephone 3271. Established 1798.

HENRY SMITH & SON

Chartered Surveyors,
Chartered Auctioneers and Estate Agents.

NEAR HORSHAM

4 miles from main line station.
**A PERIOD RESIDENCE IN
A DELIGHTFUL SETTING**Entrance hall cloakroom, 2 recep-
tion, 4 bedrooms, 2 bathrooms,
etc.**CENTRAL HEATING**Attractive gardens and grounds.
2 cottages. Adequate farm
buildings. Garage for 4.**27 1/2 ACRES****£14,500 FREEHOLD**

Sole Agents: HENRY SMITH & SON.

HORSHAM

DETACHED CHALET BUNGALOW, CONVENIENT FOR STATION

2 reception, study, 4 bedrooms, bathroom. Main services.

GARAGE. GARDEN

FREEHOLD**£4,500****POSSESSION**

NEAR HORSHAM

A SOUND AGRICULTURAL HOLDINGwith compact 4 bedroom farmhouse, 4 modern cottages. Bungalow.
Main electricity and water.**SUBSTANTIAL AND ADEQUATE BUILDINGS WITH CAPITAL
ALLOWANCES. 248 ACRES****£27,500 FREEHOLD**

GROSVENOR 1553
(5 lines)

GEORGE TROLLOPE & SONS

ESTABLISHED 1778
25, MOUNT STREET, GROSVENOR SQUARE, LONDON, W.113, Hobart Place,
Eaton Square,
5, West Halkin Street,
Belgrave Square,
London, S.W.1.MARLEY HEIGHTS, HASLEMERE
ADJOINING NATIONAL TRUST LANDS
A SUPERB MODERN RESIDENCE

5 ACRES grounds and Woodland (extra 11 acres available).

FOR SALE FREEHOLD

GEORGE TROLLOPE & SONS, 25, Mount Street, London, W.1.

R.A.W. (D.1877)

700 ft. up with
magnificent views.6 bedrooms, 3 bathrooms,
3 reception rooms, all
beautifully appointed. Oak
floors, fitted basins, etc.

Main services.

Oil-fired central heating.

GARAGE
and
STAFF COTTAGE

OF INTEREST TO THE GARDEN LOVER

Favoured West Surrey district between Godalming and Cranleigh.

MODERN PICTURESQUE BRICK AND TILE RESIDENCE

2 reception rooms, 5-6 bed-
rooms, bathroom, com-
pletely up-to-date kitchen.

Main services.

Modern drainage.

Garage. Games room.

Useful and extensive
outbuildings.THE GARDENS AND
GROUNDSare a feature of the pro-
perty having been brought
to perfection at great cost
by the vendor. Charming
rock garden with waterfall.

In all ABOUT 2 ACRES. FOR SALE FREEHOLD

GEORGE TROLLOPE & SONS, 25, Mount Street, London, W.1. T.G.B. (C.1809)

SURREY—3 MILES WOKING

1 mile station (Waterloo 40 minutes). On bus route to
Guildford and Reading.A CONVERTED WING OF A MODERN HOUSE
with direct access to Worplesdon golf course.4 bedrooms, bathroom, entrance hall with cloakroom,
2 reception rooms (one 21 ft. 6 ins. by 16 ft.), well equipped
kitchen. Main water and electricity. Septic tank drainage.
Ample garage space. Garden with matured shrubs and
specimen trees, in all about 3/4 ACRE

£5,500 Freehold

GEORGE TROLLOPE & SONS, 25, Mount Street, W.1.
E.H.T. (D.1498B)

RURAL SECLUSION, 22 MILES LONDON

1 1/2 miles village, 3 miles station (Waterloo 35 minutes).
In good riding country, with farmland and woodland
adjoining.

Modern Bungalow, compactly planned

with 2/3 bedrooms, bathroom, 1/2 reception rooms,
sun loggia, detached study (suitable for author or
composer). Double garage. Main water and electricity.

3/4 ACRE, with fruit trees.

£5,800 FREEHOLD

GEORGE TROLLOPE & SONS, 25, Mount Street, W.1.
D.L. (B.X. 1941)

BEDS—BUCKS BORDER

Surrounded by farmlands of Woburn Abbey Estate.
6 1/2 miles main line station (London about 1 hour).
RESIDENCE OF UNIQUE CHARACTER4-5 bedrooms, 2 bathrooms, 3 reception rooms, modern
kitchen with "Aga" cooker. Self-contained flat. Main
water. Oil-fired central heating. Garages 4-5 cars. Stabling.
Cowshed and small dairy. Large deep litter house.
8 acres of paddock.

ABOUT 12 ACRES

Extra 12 acres can probably be rented.

FREEHOLD £9,000 open to offer
GEORGE TROLLOPE & SONS, 25, Mount Street, W.1.
D.L. (C.6559)COUNTRY PROPERTIES WANTED
GODALMING AREA OF SURREY. A pleasanthome for a small family. 4/5 bedrooms, 1/2 bathrooms,
2/3 reception. Annexe or s/c flat. Secluded, easy-to-run
garden. Double garage.

£6,000/7,000 FREEHOLD

Details to E.V., c/o GEORGE TROLLOPE & SONS,
25, Mount Street, W.1.IN THE COUNTRY TO THE SOUTH, EAST
or WEST OF GUILDFORDA Period or Modern House of Character, well placed
for main line station. 5/6 principal bedrooms, 2/3 bath-
rooms, 3 reception rooms. Staff flat or cottage. 2/3 acres
ample if surroundings unspoiled, more land considered
if necessary for protection.

Up to £12,000 FREEHOLD

Details to W.O., c/o GEORGE TROLLOPE & SONS,
25, Mount Street, W.1.CHILTERN, OR BETWEEN READING AND
MAIDENHEADA Cottage-style House with 4 bedrooms,
1/2 bathrooms, 3 reception rooms. Secluded position.
1 ACRE (minimum).

£6,000/£6,500 FREEHOLD

Details to J.A., c/o GEORGE TROLLOPE & SONS,
25, Mount Street, W.1.

(Usual commission required in each case.)

GROSVENOR
2861

TRESIDDER & CO.

77, SOUTH AUDLEY STREET, LONDON, W.1.

Telegrams:

"Cornishmen (Audley), London."

SOUTH-EAST KENT

Well-sheltered and secluded position, yet accessible for
Folkestone, Ashford and Canterbury. Bus service passes.

DELIGHTFUL 18th-CENTURY HOUSE

Hall, 2 reception, 3 main bedrooms, bathroom. Annexe
of lounge, kitchen, 2 bedrooms, bathroom. Main electricity
and water. Central heating. Garage.

Attractive gardens sloping to mill stream. 2 ACRES

TRESIDDER & Co., 77, South Audley St., W.1. (29343)

ONLY 6,000 GUINEAS

SURREY, between Camberley and Frimley. Convenient
for station, golf, schools, etc. Quite secluded.

THIS ATTRACTIVE MODERN HOUSE

has good-sized rooms and is well fitted with parquet
floors, radiators, washbasins (h. and c.), etc.

8 bedrooms, 3 bathrooms, 3 reception rooms.

Maid's room. All main services.

GARAGE. 1 1/2 ACRES

TRESIDDER & Co., 77, South Audley St., W.1. (32205)

SOUTH-EAST DEVON

8 miles from coast. London 3 hours by rail. On high
ground with views to the South.FINE GEORGIAN HOUSE. Modernised and easy to
run. 6 bedrooms (all h. and c.), 4 bathrooms, 3 reception
rooms. Billiards room. Central heating, main e.l.

GARAGES FOR 4. EXCELLENT COTTAGE

Delightful grounds of 11 ACRES

TRESIDDER & Co., 77, South Audley St., W.1. (25218)

COLLINS & COLLINS & RAWLENCE

WESTLAND HOUSE, CURZON STREET, W.1. Tel. GROSVENOR 3641 (8 lines)

BERKSHIRE

Between Oxford and Abingdon. On the Thames,
with extensive river frontage.

MODERNISED GEORGIAN RESIDENCE

5 bedrooms, 3 reception, 2 bathrooms.

Main services. Central heating.

COTTAGE. Brick outbuildings. Suitable conversion.

Hard tennis court, etc.

18 ACRES (nice paddock).

FREEHOLD WITH POSSESSION

WEALD OF KENT

CAPITAL ATTESTED DAIRY
AND MIXED FARM
170 Acres.

RANGE OF MODERN FARM BUILDINGS

Good road frontage and planning consent for erection of
new farmhouse.

FREEHOLD WITH POSSESSION

Details from the Agents, as above.

WEST SUFFOLK

FIRST-CLASS AGRICULTURAL ESTATE
609 ACRES

With Vacant Possession.

PERIOD RESIDENCE

7 BEDROOMS, 2 BATHROOMS, 3 RECEPTION, etc.

2 FARMHOUSES, 11 COTTAGES

Ample farm buildings, including

MODERN ATTESTED COWHOUSE FOR 100

Sole Agents (above).

GLOUCESTERSHIRE

Within easy reach of Cirencester and Chellenham.



BEAUTIFUL GEORGIAN RESIDENCE

In superb position with views of Malvern Hills.

6 bedrooms, 3 reception, 2 bathrooms.

Main services. Central heating.

STAFF FLAT. COTTAGE

Stabling. Farm buildings.

80 ACRES

FREEHOLD WITH POSSESSION

5, MOUNT STREET,
LONDON, W.1
GROsvenor
5131 (8 lines)

CURTIS & HENSON

ESTABLISHED 1875

and at
21, HORSEFAIR,
BANBURY, OXON
Tel. 3295-7

By direction of the Warden and Fellows of Winchester College.

HAMPSHIRE PARK HOUSE, HAMBLEDON

Winchester 16 miles, Petersfield 10 miles.

A PERIOD COUNTRY HOUSE

3 RECEPTION ROOMS, 8 MAIN BEDROOMS, 2 ATTIC ROOMS,
2 BATHROOMS, CLOAKROOM AND DOMESTIC OFFICES
Easily divisible into two.

GARAGE, TITHE BARN, GRANARY, STABLING

FINE WALLED KITCHEN GARDEN WITH DOVECOTE

ABOUT 2½ ACRES FREEHOLD

FOR SALE BY AUCTION IN NOVEMBER (unless previously sold
by Private Treaty).

Auctioneers: CURTIS & HENSON, London.

HAMPSHIRE

Between Salisbury and Ringwood; in a completely secluded but easily accessible position.

A MOST ATTRACTIVE SMALL COUNTRY ESTATE
Delightful Regency House of great charm and character and in excellent order.

4 reception rooms, modern
domestic offices, 7 bed-
rooms, 3 bathrooms, 3 attic
bedrooms and 4th bath-
room.

Main water,
electricity and gas.

Central Heating
Throughout

Exceptional gardens with
stream and water garden.

3 COTTAGES

Garages, loose boxes and
Home Farm buildings.
Pasture and arable land.

About 50 Acres in all
Freehold



Sole Agents: CURTIS & HENSON, London.

3, MOUNT STREET,
LONDON, W.1

RALPH PAY & TAYLOR

GROsvenor
1032-33-34

ON THE LOVELY ISLAND OF IBIZA

Between Mallorca and the Spanish mainland near Santa Eulalia del Rio.

A MOST DELIGHTFUL VILLA RECENTLY ERECTED IN THE
MOORISH STYLE



Over 200 feet sea frontage.
S.E. aspect.

3 BEST BEDROOMS
2 BATHROOMS
FINE RECEPTION LOUNGE
with BAR ADJOINING
DINING ROOM

ARCADED TERRACE

LODGE
with 2 bedrooms, bathroom, etc.

GOOD GARAGE

Very attractive garden with fruit trees, flowering shrubs, etc.

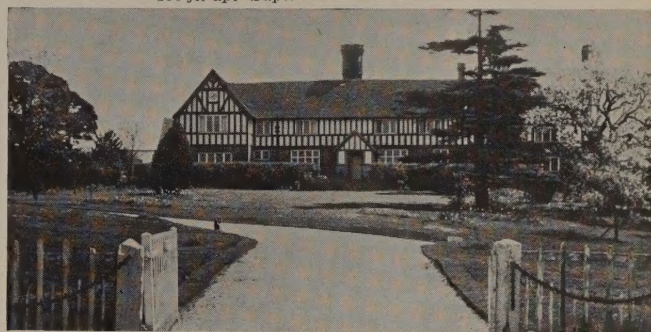
JUST OVER 1 ACRE

PRICE £12,800

OR WOULD BE SOLD WITH FURNITURE AND EFFECTS

ESSEX—HERTFORDSHIRE BORDER

400 ft. up. Superb views. 40 miles London.



CHARMING ELIZABETHAN MANOR HOUSE. Fully restored and
modernised. 6 bedrooms, 2 bathrooms, 3 reception. Main services. Garages,
ample outbuildings. 2 cottages, lovely gardens, high productive market garden.

ABOUT 13 ACRES. FREEHOLD FOR SALE

A BEAUTIFUL HOUSE, and an outstanding horticultural property.

16, ARCADE STREET,
IPSWICH
Ipswich 54352

NORTH SUSSEX

London 30 miles, coast a little less.

XVth CENTURY MILL HOUSE

By the stream, in delightful seclusion yet only
2 miles small town.

2 RECEPTION, MODERN KITCHEN, 4 BEDROOMS,
BATHROOM, ETC. ELECTRIC LIGHT.

FARM PREMISES, AND ABOUT

62 ACRES

WITH 6 ACRES WOOD, REST MOSTLY PASTURES

Good trout fishing available in lake adjoining (restocked
this summer).

GOOD SHOOTING. HUNTING WITH 2 PACKS

FREEHOLD £9,500. POSSESSION

Inspected by Woodcocks, London Office.

WOODCOCKS

WOODBRIDGE 2 MILES

Golf course a few minutes' walk, also sailing.



Fine Residence standing high in small village. Hall,
cloaks, drawing room (20 ft. by 16 ft.), oak-panelled
dining room, study, modern domestic quarters (Agamatic,
Esse), 5 bedrooms and dressing room (4 basins), 3 bath-
rooms (2 en suite). Complete oil-fired central heating. Main
electricity and water. Finely timbered grounds and paddock,
3 acres. Freehold £8,000. The type of property that is
rarely available. Ipswich Office.

30, ST. GEORGE STREET,
HANOVER SQUARE, W.1
MAYfair 5411

IPSWICH 7 MILES

FARMHOUSE RESIDENCE IN RURAL BUT
CONVENIENT SITUATION. Cloakroom, 2 good-
sized oak-beamed reception rooms, study, studio, kitchen
with Aga, 5 bedrooms, bathroom.

Main water and electricity.

Double garage. Garden, orchard and small paddock,
in all 2 ACRES

FREEHOLD £5,500

Recommended by Ipswich Office.

NEAR COLCHESTER

Main-line station reached in 10 minutes.

A DELIGHTFUL MODERN SEMI-BUNGALOW
set in a secluded situation. Hall, lounge (21 ft. by 12 ft.),
extra dining alcove, up-to-date kitchen, bathroom,
separate w.c., 3 bedrooms, space for 4th bedroom.

Main electricity and water.

Various well-constructed buildings, include garage,
deep-litter house (60 ft. by 20 ft.), greenhouse, other pig
and poultry houses, workshop. Pleasant garden.

2 ACRES IN ALL

FREEHOLD £4,250

Recommended by Ipswich Office.

RAWLENCE & SQUAREY, F.R.I.C.S.

SALISBURY, SHERBORNE, SOUTHAMPTON, TAUNTON

WILTSHIRE

In the triangle Devizes, Marlborough, Calne. 19 miles Swindon.

BISHOP'S CANNINGS VICARAGE

Occupying a good position facing south.



Spacious hall, drawing
room (20 ft. long), study,
dining room, sitting room,
domestic offices, 5 princi-
pal and 2 secondary
bedrooms, bathroom.

Main water
and electricity.

Private garden enclosed
by trees.

Paddock (let).

3½ ACRES IN ALL

PRICE £4,000 FREEHOLD

Apply Salisbury Office (Tel. 2467-8).

OWNER HAS OVERSEAS APPOINTMENT

WILTSHIRE—PEWSEY VALE

4 miles from main line station. 16 miles Bath. Good bus service.
COUNTRY RESIDENCE WITH OUTLOOK TO THE DOWNS

Dining/entrance hall,
cloakroom, study, drawing
room, kitchen, 5 bed and
dressing rooms, bathroom.

Also

ANNEXE with 3 bed-
rooms, bathroom, etc.

Main water and electricity
throughout.

GARAGE and
PLEASANT GARDEN



As the owner has moved abroad an early sale is necessary.
LOW ASKING PRICE OF £4,900 FREEHOLD

Apply: Salisbury Office (Tel. 2467-8).

JOHN D. WOOD & CO.

JUST IN THE MARKET

SURREY—WEST SUSSEX BORDER

CHARMING TIMBER-FRAMED SMALL RESIDENCE



Secluded Position

Spacious hall, dining room, large drawing room, modern kitchen, 3 bedrooms, 2 bathrooms.

Central heating, main water, electricity.

Garage, garden, mostly lawn. About 1/2 ACRE

FREEHOLD WITH POSSESSION

Recommended by the Agents: JOHN D. WOOD & CO. (J.23261).

BERKSHIRE. About 4 miles South of Newbury.

CHARMING MODERN COUNTRY RESIDENCE pleasantly situated in well-laid-out and secluded grounds, and well back from country road.



Drawing room, verandah, dining room, study, nursery, modern domestic offices with dining annexe, 6 bedrooms, 3 bathrooms, 3 secondary bedrooms. C.H., main services. Septic tank drainage. Garden with attractive features.

2 paddocks with post and rail fencing and shelters.

THE WHOLE EXTENDING TO ABOUT 9 ACRES

Further particulars from the Joint Sole Agents:

Messrs. DREWEATT, WATSON & BARTON, Newbury (Tel. Newbury 1); and JOHN D. WOOD & CO. (RR.11572)

MAYfair 6341 (15 lines)

23, BERKELEY SQUARE, LONDON, W.1

IPSWICH 4 MILES

DELIGHTFUL VILLAGE RESIDENCE OF TUDOR CHARACTER

Fully modernised and in a lovely timbered setting.

Lounge hall, 4 reception, modern kitchen with Aga and Agamatic, 6 principal bedrooms (3 with basins), 3 bathrooms, 2 staff bedrooms.

Modern central heating.

Main electricity.

GARAGES STABLING

Charming garden, paddock and woodland.



ABOUT 11 ACRES FREEHOLD WITH POSSESSION

Reasonable offers invited for an early sale.

Recommended by the Joint Agents: Messrs. STRUTT & PARKER, LOFTS & WARNER, 11, Museum Street, Ipswich (Tel. 51208), and JOHN D. WOOD & CO. (J.83842).

NORFOLK, near BARTON BROAD

Situated in a secluded position, lovely surroundings close by River Ant.

Lounge hall, loggia, dining room, drawing room, study, cloakroom, w.c., kitchen, 3 bedrooms, dressing room, bathroom. Separate w.c.

Main electricity, own water.

Garage and Boat-House.

GARDENER'S COTTAGE

Garden and grounds with 200 ft. river frontage.

In all 20 1/2 ACRES with rough shooting.



FREEHOLD WITH VACANT POSSESSION

ONLY £5,000

(Subject to Contract)

Further particulars from JOHN D. WOOD & CO., (CM.83764)

Telegrams:

"Wood, Agents, Wesdo, London"

W & W
CHICHESTER

WHITEHEAD & WHITEHEAD

SUSSEX, SURREY, HAMPSHIRE

GUILDFORD, FARNHAM, BOGNOR REGIS, STORRINGTON, PULBOROUGH, BILLINGSHURST, HAVANT, COWPLAIN, HAYLING ISLAND

Amalgamated with
HEWETT & LEE and
D. ROSS & SON

W & W
COSHAM

SOUTH COAST

Superior position on high ground overlooking Spithead.
5 miles Portsmouth. 10 miles Chichester.



FINE DETACHED RESIDENCE. 5 bed., bath., 2 reception, study, sun lounge, kitchen. Garage, Grounds approx. 1/2 acre. Price £7,500. Illustrated particulars from WHITEHEAD & WHITEHEAD, Havant. Tel. 1244.

SOUTH HAYLING
SPACIOUS BUNGALOW

Close to sea, golf course and station.



Hall, 2 reception, 4 bed., 2 bath., maid's room, kitchen. Garage. Part central heating. Hardwood floors. Secluded garden. 1/3 ACRE. PRICE £6,000. Illustrated particulars from WHITEHEAD & WHITEHEAD, Elm Grove, Hayling Island. Tel. 77131.

CHICHESTER

On rising ground north of the city, adjoining open countryside.



In lovely grounds of about an acre. Hall, cloakroom, lovely drawing room, dining room, breakfast room, kitchen, 5 bed., bathroom. 2 garages. Central heating. Price £6,950. Illustrated particulars from WHITEHEAD & WHITEHEAD, Chichester (Tel. 3031).

Established
1759

DREWEATT, WATSON & BARTON

NEWBURY

Tel. 1
and 214-5-6

To golfing enthusiasts—abutting 18-hole course.

SOUTH BERKSHIRE



SMALL ATTRACTIVE FARMHOUSE in secluded position 3 miles from market town with main line station. Entrance lobby, 2 sitting rooms, kitchen with Esse, bathroom, 3-4 bedrooms. Large barn, pleasant garden, orchard and small paddock, in all about 2 ACRES

Main electricity and water. £4,750

BERKSHIRE DOWNS

A RESIDENTIAL PIG HOLDING OF 13 ACRES
WITH MODERNISED HOUSE



Hall with cloaks, 2 reception rooms, study or office, kitchen with Aga, scullery, 2 bathrooms, 5-6 bedrooms. Useful buildings including Atcost Dutch barn.

Main electric light.

Old chapel suitable for converting to a cottage.

Country house with small farming unit optional

NEWBURY 5 MILES



VERY COMPACT. Lounge (32 ft. by 15 ft.), dining hall, 4 bedrooms, 3 bathrooms. Central heating and services. 2 garages. Excellent modern poultry and pig buildings. 7 1/2 ACRES includes a 4-acre wood. Would suit Service Officer wishing to supplement income

JOHN D. WOOD & CO.

BY DIRECTION OF THE EXECUTORS OF SIR JOHN LEIGH, BART.

JUNIPER HILL MICKLEHAM, SURREY

OVERLOOKING UNSURPASSED TIMBERED COUNTRYSIDE. ONE OF THE MOST BEAUTIFUL RESIDENTIAL ESTATES WITHIN 20 MILES OF LONDON

SUPERBLY EQUIPPED AUTHENTIC ADAM HOUSE WITH OUTSTANDING ARCHITECTURAL FEATURES

OUTER AND INNER HALLS
3 FINE RECEPTION ROOMS
LIBRARY, 14 BEDROOMS,
9 BATHROOMS, INCLUDING
6 SELF-CONTAINED SUITES OF
BEDROOM AND BATHROOM



MODEL DOMESTIC OFFICES
PRIVATE CINEMA
COMPLETE CENTRAL HEATING
MAIN SERVICES



STATELY LAWNS AND GARDENS
4 COTTAGES, STABLING AND GARAGES
FOR 5

BEAUTIFULLY TIMBERED
PARKLAND AND WOODLANDS
OF ABOUT 94 ACRES

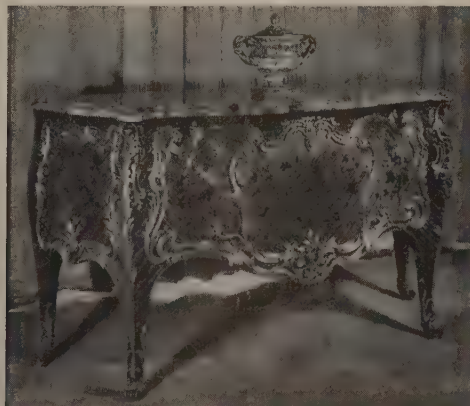
FOR SALE PRIVATELY
WITH VACANT POSSESSION



RECOMMENDED AS A PROPERTY OF OUTSTANDING MERIT

THE CONTENTS OF THE MANSION

INCLUDING FINE REPRODUCTION FRENCH DECORATIVE FURNITURE, IVORIES, SILVER, ETC.



FOR SALE BY AUCTION ON THE PREMISES DURING DECEMBER

Illustrated catalogues (in course of production) price 2s. 6d. from the Auctioneers, JOHN D. WOOD & CO.

Solicitors: Messrs. J. D. LANGTON & PASSMORE, 8, Bolton Street, London, W.1.

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KENsington 1490
Telegrams:
"Estate, Harrods, London"

HARRODS

32, 34 and 36, HANS CRESCENT, LONDON, S.W.1

OFFICES

West Byfleet
Haslemere and Berkhamsted

WEST SURREY
WITHIN WALKING DISTANCE OF FARNHAM STATION

A FINE MEDIUM-SIZED
PERIOD PROPERTY

in quiet secluded parkland setting.

In first-class order.

Fine lounge hall, 4 reception rooms, 9 bedrooms,
4 bathrooms, usual offices.

Main services. Central heating.

EXCELLENT OUTBUILDINGS
including garages for 3-4 cars. Charming gardens and
grounds. Hard tennis court.

GOOD MODERN COTTAGE

The whole extending to
ABOUT 16 ACRES



Full details from Joint Sole Agents: EGGAR & Co., Farnham. Farnham 6221-3. Or HARRODS LTD., 56a, High Street, Haslemere. Haslemere 3253/4.
Or Head Office, 32, 34 and 36, Hans Crescent, Knightsbridge, S.W.1. KENsington 1490, Extn. 809.

SLOANE SQUARE, S.W.1, and at
52, CHURCH ROAD, HOVE

WILLIAM WILLETT LTD.

Tel. SLOane 8141
Tel. HOVE 34055

Luxuriously equipped and newly decorated.

OAST HOUSE COTTAGE

With studio annexe. Ideal for Artist or Sculptor. Tucked
away on beautiful high country between Sevenoaks and
Maidstone. 3 miles Wrotham Station. 45 mins. London.
2 recep., 3 beds., bathroom, new fitted kitchen. Full oil
central heating. Perfect order. Studio and 2 bedrooms,
with double garage in pretty garden and paddock.
3 ACRES. FREEHOLD £6,750
Sole Agents.

In a very pretty old Bucks village on the lower slopes of the
Chilterns, near Princes Risborough.

A SUPERB PERIOD COTTAGE

and garden of exceptional charm.
Modernised and redecorated by an expert. Hall, 2 recep-
tion rooms, 4 bedrooms, bathroom, kitchen. Mains.
Garage. 1/2 ACRE. FREEHOLD £6,500
Must be seen to be appreciated.

On the edge of old Sussex village, 6 miles from Lewes.

A PRETTY QUEEN ANNE COTTAGE

Delightfully situated, by itself, with views. Just entirely
modernised and redecorated. 2 reception rooms, 3 bed-
rooms (2 double), bathroom, kitchen. Garage. Charming
garden. 1/2 ACRE. FREEHOLD £4,500
Further 1/2 acre might be sold.

Surrey-Sussex border, nr. Lingfield.

A CHARMING MODERN HOUSE



Lounge-hall, sitting room (20 ft. by 15 ft.), spacious
L-shaped kitchen, 4 bedrooms, bathroom. Partial
central heating.

Pretty, well-stocked garden of about 1/3 ACRE
FREEHOLD £4,800

BRIGHTON

An attractive modern detached residence on high ground in a
delightful woodland setting with a gem of a garden near main
bus route to Brighton Station, and about 1 1/2 miles from
Hove sea front.

4 bedrooms, boxroom, 2 reception rooms, bathroom, sep.
w.c., cloakroom. Oil-fired central heating. Tiled kitchen.
Garage. Large garden.
FREEHOLD £7,950
Apply, Hove Office.

ROTTINGDEAN—BRIGHTON

Modern detached centrally heated bungalow with unobstructed
sea views. 3 double bedrooms, 2 reception, tiled bathroom,
sep. w.c., large tiled kitchen. Double garage. Laid out
gardens.
£6,750

Apply: Hove Office.

WANTED

Central or West Sussex.

4- or 5-bedroomed Residence of character. 2-10 acres
of land.
£8,000-£12,000
For Mrs. R.
Replies, please, to Hove Office.

HARPENDEN
ST. ALBANS
HITCHIN

CONNELLS

COUNTRY HOUSE DEPARTMENT

LEIGHTON BUZZARD
DUNSTABLE
BEDFORD

39, SOUTH AUDLEY STREET, MAYFAIR, W.1 (Tel. GRO. 3345), and 5, UPPER GEORGE STREET, LUTON, BEDS (Tel. LUTON 5910)

ROXTON. 9 miles BEDFORD

With River Ouse fishing rights.



WEEK-END RIVERSIDE RETREAT

3-4 bedrooms (with basins), balcony, 3 reception rooms,
hall, cloakroom, kitchen, bathroom. Brick garage and
workshop. Landing stage, neglected boathouse.
3 ACRES
FREEHOLD £3,500

WALKERN, HERTS

3 miles Stevenage station.



CHARMING PERIOD COTTAGE

Thought to be 16th century. Beautifully modernised
throughout. Lounge, dining room with baker's oven,
study, kitchen, 4 bedrooms, bathroom. Garage.
1 ACRE garden and paddock.
FREEHOLD £5,650

ST. ALBANS CITY

Close to the cathedral.



OLD-WORLD CHARACTER HOUSE

Completely modernised but with period features. 4 bed-
rooms, modern bathroom, 3 reception rooms, cloakroom,
utility room, modern kitchen. Walled garden. Garage for 2.
FREEHOLD £5,950
Suitable private or professional use.

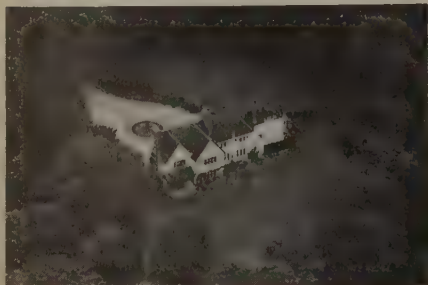
WINDSOR, BURNHAM
FARNHAM COMMON

A. C. FROST & CO.

BEACONSFIELD
GERRARDS CROSS

BURNHAM BEECHES, SOUTH BUCKS.

In secluded rural setting, adjoining Beeches. Beaconsfield 2 miles. London 20 miles.
AN EXTREMELY ATTRACTIVE MODERN COUNTRY RESIDENCE
OF CHARACTER



5 bedrooms (with basins),
2 large reception rooms,
2 bathrooms, cloakroom,
excellent kitchen (Aga),
breakfast room, staff sit-
ting room.

FULL
CENTRAL HEATING
Services.

DOUBLE GARAGE
Delightful woodland gar-
den of 1 1/2 ACRES

FREEHOLD

Sole Agents: A. C. FROST & Co., Farnham Common, Bucks. (Tel. 700-1).

ENGLEFIELD GREEN

300 feet up with magnificent views over the River and Thames Valley, and also over-
looking The Green. Only 19 miles London on Green Line Coach route.

DELIGHTFUL COUNTRY HOUSE, in perfect order, 3 reception rooms, con-
servatory, modern kitchen, 5-7 bedrooms, 2 bathrooms, range of garages.

All services.

Delightful garden of 1 1/2 ACRES FREEHOLD or the house will be sold without
part of the land which will in no way harm it and it could lend itself to be split
very easily.

Tel. Windsor 2580/1 or 1000.

BEACONSFIELD

A DELIGHTFUL FAMILY HOUSE

Close to main line station and shops. Beautifully fitted, labour saving, warm and
comfortable.

5 bedrooms, luxury bathroom, 2 reception rooms (one 21 ft. by 15 ft.), downstairs
cloaks, modern kitchen and breakfast room. All mains.

GAS FIRED CENTRAL HEATING

2 garages, outside study or playroom. Charming garden 1/2 ACRE
FREEHOLD £8,250

(An adjoining plot with hard tennis court and pavilion available if required.)
Apply: A. C. FROST & Co., Beaconsfield. (Tel. 600-4 lines).

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KENsington 1490

Telegrams:

'Estate, Harrods, London'

HARRODS

32, 34 and 36, HANS CRESCENT, LONDON, S.W.1

OFFICES

West Byfleet

Haslemere and Berkhamsted

FAVOURERED AREA OF KINGSWOOD

CLOSE TO GOLF COURSE

Built two years ago, having every modern and labour-saving convenience.



PRICE FREEHOLD £9,250

Sole Agents: HARRODS LTD., 32, 34 and 36, Hans Crescent, Knightsbridge, S.W.1, KENsington 1490. Extn. 806.

Hall, cloakroom, through lounge, dining room, principal bedroom and bathroom suite, 3 other double bedrooms, 2nd bathroom, excellent kitchen/breakfast room. Wood block floors.

Integral garage.

ABOUT 1/2 ACRE

Complete oil-fired central heating.

Co.'s electric light power, and water

HERTS—NEAR BERKHAMSTED COMMON

A MODERN HOUSE WITH DISTINCTION, ON TWO FLOORS ONLY

With seclusion, high ground, southern aspect.

Very good decorative order.

6 bed and dressing rooms, 2 bathrooms, 3 reception rooms, cloakroom.

Garage for 2.

1 1/2 ACRES with little upkeep.

Full central heating.

Gate to golf course.

£8,500



Sole Agents: HARRODS LTD., 112, High Street, Berkhamsted (Tel. 666), or Head Office, 32, 34 and 36, Hans Crescent, Knightsbridge, S.W.1 KENsington 1490. Extn. 807.

SEVENOAKS AND TONBRIDGE

10 mins. walk of a station, London 40 mins.

In lovely country yet readily accessible.

AN INDIVIDUALLY DESIGNED MODERN HOUSE OF CHARACTER



With full central heating. Hall, cloaks, 3 reception, breakfast-kitchen, 4 bedrooms, bathroom, playroom. Main services.

Garage for 2. Ample outbuildings.

2 ACRES of easily kept garden, orchard and paddock.

FREEHOLD £7,250

Sole Agents: HARRODS LTD., 32, 34 and 36, Hans Crescent, Knightsbridge, S.W.1, KENsington 1490. Extn. 807.

SUSSEX COAST

2 miles Angmering, 3 miles from the sea. Handy for Worthing and Arundel.

CHARMING 17th-CENTURY RESIDENCE with a quantity of exposed oak beams, skilfully converted and modernised.

A large lounge (29 ft. 3 ins. by 12 ft.), breakfast room, utility room, 3 double bedrooms, bathroom.

Complete offices.

Garage,

Useful outbuildings.

Inexpensive garden with lawns, flower beds, fruit trees, etc., surrounded by a brick wall—in all about 1/2 ACRE



ONLY £4,750 FREEHOLD

HARRODS LTD., 32, 34 and 36, Hans Crescent, Knightsbridge, S.W.1, KENsington 1490. Extn. 806.

WEST SUSSEX

Liphook Station about 2 miles.

DELIGHTFUL DETACHED MODERN COTTAGE



PRICE £4,450 FREEHOLD

Sole Agents: HARRODS LTD., 56a, High Street, Haslemere (Haslemere 3253/5), or Head Office, 32, 34 and 36, Hans Crescent, Knightsbridge, S.W.1, KENsington 1490. Extn. 810.

Just renovated and in first-class order throughout. 3 bedrooms, bathroom, 2 reception rooms, first-class kitchen, cloakroom. Garage. About 1/4 ACRE

SOUTH DEVON

Only 7 miles from Exeter. Standing high with lovely views and south aspect.

A CHARMING AND PICTURESQUE COTTAGE, completely modernised.

2 reception rooms, 3 bedrooms, bathroom. Main electricity and water.

Garage. Charming garden and orchard.

ABOUT 2/3 ACRE



FREEHOLD £4,250

HARRODS LTD., 32, 34 and 36, Hans Crescent, Knightsbridge, S.W.1, KENsington 1490. Extn. 809.

NEAR SUSSEX COAST

Sheltered position on high ground. 1 1/2 miles station, shops and sea front.

PLEASANT DETACHED FAMILY RESIDENCE



3 reception rooms, 5 bedrooms, dressing room, bathroom. Garage. All main services. Delightful garden on southerly slope. Ideal for commercial flower growing or market garden.

ABOUT 2 ACRES. FREEHOLD. LOW PRICE

Sole Agents: HARRODS LTD., 32, 34 and 36, Hans Crescent, Knightsbridge, S.W.1, KENsington 1490. Extn. 807.

SOUTH CORNWALL COAST

In secluded and sheltered position. 5 mins. sea, harbour and shops. Buses to Mevagissey and Truro.

MOST ATTRACTIVE AND CHARMING COTTAGE-RESIDENCE OF CHARACTER

With LOUNGE and DINING RECESS, SUN LOUNGE, 3 BEDROOMS BATHROOM. GARAGE

Main electricity and drainage, good water supply.

EXCELLENT ORDER

Secluded garden of about 1/4 ACRE



Just reduced £3,750 FREEHOLD

HARRODS LTD., 32, 34 and 36, Hans Crescent, Knightsbridge, S.W.1, KENsington 1490. Extn. 810.

23, MOUNT STREET,
GROSVENOR SQUARE, LONDON, W.1

WILSON & CO.

GROSVENOR
1441

NORFOLK. Easy reach of Norwich

Unspoilt country, 5 miles from sea, 3 miles Barton Broad
IDEAL FOR SAILING ENTHUSIAST



A SMALL EARLY GEORGIAN HOUSE

An easily run house of great charm and atmosphere. Attractive hall, 3 reception, sun loggia, 3-4 beds., bath., small wing of 2 bed. and bathroom. Main electricity. Double garage. Walled gardens. Tennis court.
£6,500 FREEHOLD WITH 3 ACRES

COUNTRY PROPERTIES WANTED

Ref. W.V. City man most anxious to find a period or really smart modern character house, within 1 hour of London, Waterloo preferred.

WEST SURREY (Guildford, Godalming, Haslemere), **HANTS** (Basingstoke, Alton) or **BERKS** 7 bedrooms, 2-3 bathrooms, 3 reception rooms, few acres. Cottage (not essential).
£12,000-£18,000 FOR RIGHT PLACE

Ref. "Chester." Lady wishing to move from the north requires modern or modernised period house within 30 miles of London in secluded position.

WEST HERTS, BUCKS (Chesham, Amersham, etc. —Chilterns liked on high ground), **BERKS** 5-7 bedrooms, 2 bathrooms, 3 reception rooms, 2 to 10 acres.
PRICE UP TO £10,000

Ref. "Gabriel." Keen purchaser, having just sold own manor house, requires smaller property within the next 2 or 3 months. **KENT** (Crockham Hill on high ground towards Sevenoaks, Tonbridge, or village within easy reach of Tunbridge Wells preferred) or **EAST SUSSEX** (Wadhurst, Lewes areas liked).

4-5 bedrooms, 2 reception rooms, 1-2 bathrooms, 1 or 2 acres. Would like view if possible.
PRICE UP TO £8,000

AVAILABLE FURNISHED FOR 1 YEAR PERFECT SMALL MODERN HOUSE



KENT, ONLY 12 MILES LONDON

Ideally placed for daily travel in delightful Farnborough Park, south of Bromley.

Hall, cloakroom, 2 reception, modern kitchen/breakfast room, 4 bed. (basins), bath. Mains radiators, immersion, washing machine. Garage. Small garden.
12 gns. per week from December
Sole Agents: WILSON & Co.

HILLIER PARKER MAY & ROWDEN

RESIDENTIAL DEPARTMENT

LITTLE VENICE, W.9

OVERLOOKING CANAL.

RESIDENCE OF CONSIDERABLE CHARM



LEASEHOLD 32 YEARS. G.R. £60 P.A.

PRICE £12,000

AT PRESENT ARRANGED AS CONSULTING
PHYSICIAN'S PRACTICE.

HALL, DRAWING ROOM, SECOND RECEPTION ROOM, DISPENSARY, LIBRARY, DINING ROOM, MODERN KITCHEN, MAID'S SITTING ROOM, 4 BEDROOMS, 2 BATHROOMS, BASEMENT FLAT, WELL MAINTAINED GARDEN, LAWNS, ETC. GARAGE.

WESTMINSTER

Close to Buckingham Palace.

UNIQUE PERIOD HOUSE

Interior redesigned 1936/7 by Lutyens

3 BEDROOMS, 2 BATHROOMS, DRESSING ROOM, L-SHAPED DRAWING ROOM/STUDY, DINING ROOM, LARGE INNER HALL WITH CLOAKROOM, 2 STAFF ROOMS AND BATHROOM, KITCHEN PATIO WITH OVERHANGING GRAPEVINE.

GARDEN AT REAR.

FOR SALE FREEHOLD

Offices: 77, GROSVENOR STREET, LONDON, W.1. (MAYfair 7666) and at 35, CASTLE STREET, EDINBURGH, 2

Estate Offices,
Sunninghill, Ascot,
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MRS. N. C. TUFNELL & PARTNERS

Estate Offices,
Streatley,
Near Reading, Berks
(Goring-on-Thames 45)

WINDSOR—London 22 miles COMFORTABLE FAMILY HOUSE IN EXCELLENT CONDITION



4-7 bed., 2 bath., 3 rec. rooms. Modern domestic offices. COMPLETE CENTRAL HEATING. Garage for 4 cars. Delightful gardens, **IN ALL 1 1/2 ACRES FREEHOLD**
Apply Ascot Office as above.

OXFORDSHIRE—BERKSHIRE BORDER A CHARMING COTSWOLD STONE HOUSE PARTLY 17th CENTURY



5 bed., bath., 2 rec. rooms. Excellent offices. Garage. Garden and orchard, **IN ALL 5 ACRES FREEHOLD**

Apply Goring Office, as above.

CAPRI

A MOST EXQUISITE SMALL VILLA BEAUTIFULLY SITED AT ANACAPRI



5 bed., 3 bath., large drawing room. Modern offices, etc. Delightful small garden. This is an unrivalled opportunity to acquire a luxurious small house on this beautiful island. **Price Freehold £8,000 or 15 million lire.**
Apply Ascot Office as above.

THIS AGENCY OPERATES A 24-HOUR TELEPHONE SERVICE

THE OLD HOUSE,
LONDON ROAD, HORSHAM

BETWEEN HORSHAM AND CRAWLEY in lovely country setting.



An exceptionally well modernised Residence of Character.

3 reception rooms, modern kitchen, cloaks, with w.c., 3/4 bedrooms, modern bathroom with w.c. Garage. Small garden and 2 1/2-acre paddock
PRICE £6,350 FREEHOLD
Colour slide available.
Sole Agent.

DALRYMPLE - HAY

TELEPHONE:
HORSHAM 2402

Suitable for conversion into a single residence— ATTRACTIVE PAIR OF MODERN COTTAGES Nr. HORSHAM

Each with 2 reception rooms, 2 bedrooms, modern kitchen and bathroom with w.c., garage and outbuildings. Main services.

16 ACRES

PRICE £6,750 FREEHOLD

Colour slide available.

FOR INSTITUTIONAL PURPOSES MAGNIFICENT COUNTRY RESIDENCE

With far-reaching views of the South Downs.

5 reception rooms, cloaks, domestic offices, 15 bedrooms, 3 dressing rooms, 6 bathrooms, staff quarters. TWO STAFF COTTAGES. Garage block with flat over.

Full central heating. Main services.

25 ACRES

Colour slides available.

2 MILES HORSHAM

Attractive Entrance Lodge.

2 reception rooms, kitchen, 3 bedrooms, modern bathroom with w.c. Garage. Good garden. Main services.
£2,750

Colour slide available.

ONE OF THE FINEST POST-WAR HOUSES ON SURREY—SUSSEX BORDER



ATTRACTIVE MODERN COUNTRY HOUSE

3 reception rooms, cloaks, American kitchen, 4 bedrooms (3 with basins), 2 modern bathrooms. SELF-CONTAINED STAFF FLAT. Double garage. Main services. Oil-fired central heating.

1 1/2 ACRES

PRICE £15,500 FREEHOLD

including fixtures and fittings and extras.
Colour slide available.

STRUTT & PARKER, LOFTS & WARNER

HEAD OFFICE: 41, BERKELEY SQUARE, LONDON, W.1 (GROsvenor 3056).
Chelmsford, Oxford, Lewes, Plymouth, Builth Wells, Beaulieu, Ipswich, Andover, Newcastle upon Tyne.

BERKSHIRE

London (Paddington) 35 minutes by fast train.

ST. LAWRENCE ORCHARDS, WALTHAM ST. LAWRENCE
Equidistant between Reading and Maidenhead 6½ miles.



Attractive well-fitted
Modern House.

HALL, 2 RECEPTION
ROOMS, STUDY, 5 BED-
ROOMS, 2 BATHROOMS

Part central heating.

Main electricity and water.

GARAGES FOR 3 CARS

Easily maintained garden
and orchard about 1 Acre

FOR SALE BY AUCTION at THE ESTATE SALE ROOM,
16, BERKELEY STREET, W.1 on TUESDAY, NOVEMBER 3 at 2.30 p.m.
(unless previously sold).

Solicitors: Messrs. NORTON ROSE & CO., 116, Old Broad Street, E.C.2.
Auctioneers: STRUTT & PARKER, LOFTS & WARNER. Head Office as above.

SOMERSET

Between Taunton (3 miles) and Corfe. Only 20 miles from south coast.
Occupying a quiet secluded position facing south and with magnificent views. Close
golf, racing and polo.

**BEAUTIFULLY APPOINTED MODERN ARCHITECT-DESIGNED
HOUSE**

Hall, cloakroom,
3 reception, sun loggia,
6 bedrooms, dressing room,
2 bathrooms, excellent
domestic offices.

Part central heating.

Main water and electricity.

Double garage.

Delightful garden laid out
by landscape gardener.

Orchard. Paddock.

4¾ ACRES

FOR SALE AT REDUCED PRICE

Joint Sole Agents: LEAR, LEAR & DUGDALE, 63, High Street, Taunton (Tel. 5620),
STRUTT & PARKER, LOFTS & WARNER, 4, New Street, Andover (Tel. 2433).



NAZEING—ESSEX

(Nearest station—Broxbourne, Herts)



In the Metropolitan Green Belt, situated in the centre
of a 500-acre Estate. A unique Building Site in
completely unspoilt rural surroundings, with main water
and electricity available. Outline planning permission
for one dwelling house. 1¼ ACRES

**PRICE FREEHOLD £1,500 OR LEASEHOLD
AVAILABLE**

Please reply to Coval Hall, Chelmsford (Tel. 4681).

URGENTLY WANTED

FOR A CLIENT

COMPACT ESTATE

INCLUDING

PERIOD HOUSE

OF 8 BEDROOMS WITH BETWEEN
300 ACRES AND 700 ACRES
LAND IN HAND

in

SOMERSET, DORSET OR DEVON

Particulars please to Head Office, as above. Ref. "A.W.N."

TIPTREE, ESSEX

On outskirts of village.



EXTREMELY WELL-APPOINTED HOUSE

Lounge, dining room, 3¼ bedrooms, bathroom. All
main services. Garage. Exceptionally well laid out
garden extending to approximately 1 ACRE.

PRICE £4,850

Please reply to Coval Hall, Chelmsford (Tel. 4681).

DORKING (Tel. 2212)
EFFINGHAM (Tel. Bookham 2801)
BOOKHAM (Tel. 2744)

OF VITAL INTEREST TO GOLFERS
Enviably position 700 ft. up. Positive sun trap.



Charming Bungalow in good order, 5 mins. from Club
House. Frequent bus route at hand to Haslemere
(Waterloo 55 mins.). 2 double beds., lounge, bathroom,
modern kitchen with dining annexe. Main electricity and
water (copper plumbing). Modern drainage. Garage.
Interesting small garden.

£3,750 FREEHOLD

CUBITT & WEST, Haslemere 2345-6-7. Ref. HX.9687

CUBITT & WEST

HASLEMERE (Tel. 2345-7)
FARNHAM (Tel. 5261)
HINDHEAD (Tel. 63)

LOVELY WEST SURREY

Farnham town and station about ½ mile. Frequent service to London.

AN EXCEPTIONALLY ATTRACTIVE AND CHOICE RESIDENCE

Superbly positioned. Imposing elevations in Georgian
character. Georgian doors. Adam fireplaces. Antique
panelling. Architect designed and very substantial,
constructed about 60 years ago.

5-6 bed., 2 bath., hall with cloakroom and w.c., 3 rec. including
fine lofty and beamed studio/lounge 27 ft. long with antique
panelling.

EXCELLENT DOMESTIC OFFICES

GARAGE. OUTBUILDINGS

SUPERB BILLIARDS OR PLAYROOM

Old-world garden approaching 1 ACRE

All main services. Oil-fired central heating.

**UNHESITATINGLY RECOMMENDED AS AN
EXCEPTIONAL OPPORTUNITY**

TO BE AUCTIONED UNLESS SOLD PREVIOUSLY

CUBITT & WEST, Farnham 5261. Ref. O.3114/2.



SUNNINGDALE
Tel. Ascot 63 and 64

CHANCELLORS & CO.

and at Ascot
Tel. 1 and 2

SUNNINGDALE

About ½ mile station with extensive open views over farm-
lands at rear.



A REALLY DELIGHTFUL SMALL MODERNISED
BUNGALOW. Being a perfect replica of a 16th-century
black and white cottage. 3 bedrooms, modern bathroom,
living room 17 ft. 6 in. by 15 ft., up-to-date kitchen.
All main services.

ABOUT ½ ACRE. FREEHOLD £3,450

Apply Agents: CHANCELLORS & CO., as above.

ROYAL ASCOT

Superb position in miniature park. 1 mile station. Close
to shops and bus route.



ATTRACTIVE SELF-CONTAINED COTTAGE
forming wing of fine Georgian mansion.
3 bedrooms, bathroom, 2 reception, cloaks. All main
services. Garage. Small private garden.

FREEHOLD £4,000

Recommended by Agents: CHANCELLORS & CO., as above.

CLOSE TO ASCOT

On small private estate, 1 mile station



ATTRACTIVE MODERN GEORGIAN-STYLE
HOUSE built about 4 years ago under architect super-
vision. 3 bedrooms, well fitted tiled bathroom, hall with
cloaks, 2 reception, tiled kitchen. Garage. All services with
part central heating. Matured garden.

FREEHOLD £4,750

Inspected and recommended by owner's Agents:
CHANCELLORS & CO., as above.

SACKVILLE HOUSE,
40, PICCADILLY, W.1

(Entrance in Sackville Street)

F. L. MERCER & CO.

SPECIALISTS IN THE DISPOSAL OF COUNTRY HOUSES

Telephones:
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SOUTH LEICESTERSHIRE

Hunting with Pytchley and Quorn
FOR THE PERFECTIONIST



In attractive country, 450 feet up, easy reach Rugby, Leicester, Coventry and other important centres. **Superbly built House.** Lounge, dining room, fine kitchen-breakfast room, 4 double bedrooms (basins), 2 tiled luxury bathrooms. *Complete central heating, main services.* Large garage with staff flat, magnificent concrete and steel farm buildings, landscaped garden and 5 enclosures pasture. Was completed 1953 regardless of expense. Owner will accept about half actual cost.
TO BE SOLD WITH 31 ACRES

CHARMING LITTLE HOUSE, OXSHOTT SURREY. 28 minutes Waterloo. Easy walk village and station. *Backing on to protected woodlands.* Lounge, dining room, 3 bedrooms, bathroom, kitchen with nice outlook. *All mains.* Garage, secluded garden at rear. Well established. **About 1/2 Acre. FOR SALE AT £5,600** (a realistic price for this expensive area). Surroundings are extremely attractive and the property is on a small private estate.

AUTHENTIC ELIZABETHAN MANOR WEST SUSSEX. On Petworth Estate, near Fittleworth village. Stone-built mullioned windows, 2 spacious reception, 7 bedrooms, 2 bathrooms. *Partial central heating, main services.* 2 garages. Partly walled garden. **3/4 acre. For sale with early possession.** Scheduled as building of special architectural and historical interest. Petworth 3 miles, Pulborough 3 1/2 miles and 70 minutes London.

GANGHILL ESTATE, GUILDFORD, SURREY

Exclusive residential area. 38 minutes Waterloo, 1 mile town centre. A well-sited modern **CHARACTER HOUSE** in ample timbered, level garden, 1/2 acre. Will appeal to those wanting large but not many rooms. Impressive oak-floored and galleried hall, 3 reception, loggia, 4 excellent double bedrooms with basins, tiled bathroom. *Complete central heating, all main services.* 2 detached brick and tiled garages. **Valued for Sale at £8,500.** Owner will consider offer. House will pass strictest survey.

A BRAND NEW HOUSE
of strikingly attractive character and high quality.
BUCKS—3 MILES FROM AYLESBURY
Rural setting in small hamlet with lovely south view to Chiltern Hills.



Built by skilled craftsmen, Cotswold stone with luxuriously appointed interior. Level site of **2 acres.** Lounge 35 ft. by 17 ft., dining room, American-style super kitchen, 5 bedrooms (4 are doubles with basins), fine bathroom, underfloor electric heating, *main services.* Garage 20 by 20 ft. Property lies just south of Aylesbury/Thame road, 39 miles London.
Price is reasonable for such an exquisite home.

MOST LOVELY POSITION IN SUSSEX

In glorious peaceful setting on the outskirts of period village adjoining the well-timbered parklands of large private estate.

COUNTRY COTTAGE TYPE HOUSE OF THE QUEEN ANNE PERIOD



In the fascinating long low style of architecture. Well planned, on 2 floors only, carefully modernised. 2 reception rooms, 6 bedrooms fitted basins, 2 modern bathrooms. *Main services.* Large double garage with excellent room over. Delightful old world gardens with choice collection of ornamental trees and shrubs.
Lovely views to the South Downs.

1 ACRE. FREEHOLD

Just available at £5,500 for quick sale.

Agents: F. L. MERCER & Co., Sackville House, 40, Piccadilly, W.1. Tel. Regent 2481

SURREY HILLS

In Green Belt area only 15 miles from the West End. Envyable position 500 feet up overlooking woodland and golf course.

BEAUTIFULLY DECORATED AND LUXURIOUSLY APPOINTED MODERN HOUSE

Lounge hall, drawing room and dining room (full length 33 ft.), small study, 6 bedrooms (basins), 2 tiled bathrooms. *Full central heating. Main services.* Double garage, stable. Tennis lawn, well stocked garden and paddock.

FOR SALE WITH 1 1/4 ACRES. All in immaculate condition.

HEALTHY PART OF KENT

4 miles north of Folkestone.

MODERN COTTAGE-TYPE HOUSE

About 150 years old. *Very nice modernised interior; rooms not large but of comfortable dimensions.*

Lounge (26 by 15 ft.), dining room, 4 bedrooms (basins), bathroom. *Main services.* Garage. Secluded country-style garden, orchard and ground for small holding.

£3,500 WITH 1 1/2 ACRES

Tel.
GERRARDS CROSS
3886 (3 lines)

HETHERINGTON & SECRETT, F.A.I.

ESTATE OFFICES: GERRARDS CROSS, BEACONSFIELD AND AT EALING, LONDON, W.5

BEACONSFIELD
249 and 1054
EALING 2648-9

SOUTH BUCKINGHAMSHIRE

FULMER

A STABLE BLOCK cleverly converted to form a luxurious small country home of immense character, in a lovely setting, overlooking farmlands. Sitting room (20 by 16 ft.), kitchen, 3 bedrooms and bathroom. Stable for 4, harness room. Double garage. *Main services and oil-fired central heating.* Small low-upkeep walled garden.

FREEHOLD £6,500

BEACONSFIELD

MODERN DETACHED HOUSE in a most pleasant position close to the station and shops. Attractive brick and tile hung elevations and beautifully equipped, including complete central heating. 2 good reception rooms, kitchen, utility room, 4 bedrooms and bathroom. Double garage. *All mains.* Easily managed garden.

FREEHOLD £6,950

For further particulars, contact the Agents: HETHERINGTON & SECRETT, F.A.I. (above).

GERRARDS CROSS

A SMALL FAMILY HOUSE, backing south in secluded garden of 1/2 ACRE, within 10 minutes walk of the station. Well arranged and spacious accommodation comprising: Hall, cloak, 2 reception rooms, breakfast room and kitchen, 4 bedrooms, dressing room and bathroom. Garage and *all main services.*

FREEHOLD £5,750

THE CHALFONTS

A FASCINATING HOME OF CHARACTER, at one time the village school-house expertly converted a few years ago and now possessing every modern convenience. 3 reception rooms (one 23 by 20 ft.), kitchen, maid's room, 5 bedrooms and 2 bathrooms. *All mains and central heating.* Double garage. Secluded garden with tennis lawn.

FREEHOLD £7,950

Also at DURSLEY
Tel. DURSLEY 2695

DAVIS, CHAMPION & PAYNE

STROUD, GLOUCESTERSHIRE

Established 1772
Tel. STROUD 675/6

Estate of the late Mrs. Edith Mary Tod.

COTSWOLDS

Occupying a sunny and sheltered position on the outskirts of the small country town of Minchinhampton, with its fine Church, Market House and good shops. Close to Minchinhampton Common and Golf Course and R.C. Chapel. Paddington in under 2 hours from Stroud (4 miles).

WICKHAM HOUSE, MINCHINHAMPTON



Hall, cloakroom, 3 reception rooms, comfortable kitchen, 4 bedrooms, dressing room, bathroom and separate w.c.

All main services

EASILY MAINTAINED GARDEN

**STUDIO or WORKSHOP
GOOD GARAGE
In all 1/2 ACRE**

PRICE FREEHOLD £5,850 (OFFERS)

Solicitors: Messrs. A. E. SMITH & SON, Nailsworth, Glos.

By direction of G. A. Harford, Esq.

GLOUCESTERSHIRE

Amidst the foothills of the South Cotswolds, in a rural setting, between the villages of Coaley and Upper Cam, and accessible to Bath, Bristol, Gloucester and Cheltenham. Paddington in under 2 hours from Stroud Station (8 miles). Golf at Stinchcombe Hill, and hunting with the Berkeley and Beaufort.

ASHMEAD HOUSE

3-4 reception, 4-6 bedrooms, 2 bathrooms, staff quarters.

*Main electricity.
Central heating.*

Charming grounds.

**GARAGE
STABLING
In all 6 ACRES**



PRICE £6,500

18 acres of rich pasture land, if required.

ADDLESTONE
CHOBHAM
WEST BYFLEET
NEW HAW
WALTON-ON-THAMES, WOKING

MANN & CO. AND EWBANK & CO.

WEST SURREY

KINGSTON-ON-THAMES
THAMES DITTON
ESHER
COBHAM
WEYBRIDGE, GUILDFORD

CHARMING

WEST BYFLEET AREA

Ideal daily travel (Waterloo 36 minutes).



REASONABLY PRICED 4-BEDROOMED POST-WAR RESIDENCE

Pleasantly situated about 10 minutes' walk station. 21 ft. through lounge, dining room, spacious kitchen, cloakroom, half-tiled bathroom. Garage. Attractive garden.

Parquet floors, built-in cupboards, etc.

FREEHOLD £4,950

New Haw Office: 315, Woodham Lane. Tel. Byfleet 2884.

ST. GEORGE'S HILL

WEYBRIDGE

UNUSUAL POST WAR ARCHITECT DESIGNED RESIDENCE

In the chalet style. Many contemporary features.

FULL CENTRAL HEATING

3 bedrooms (built-in wardrobe cupboards), tiled bathroom and w.c., large lounge with dining recess having semi-circular sun trap window and screened-off study, hall with cloakroom.

LARGE WELL-FITTED KITCHEN

DETACHED GARAGE BLOCK

with room over suitable for guest room or staff quarters.

1 ACRE OF NATURALLY WOODED GARDENS

LARGE HEATED GREENHOUSE

FREEHOLD £8,000

Weybridge Office: EWBANK & Co., 7, Baker Street. Tel. Weybridge 2323/6.

HOOK HEATH, WOKING

In immaculate decorative order.



CHARMING DETACHED RESIDENCE, built only two years ago with efficient central heating and hot-water system. 4 bedrooms, bathroom, lounge with Portland stone fireplace and Baxi fire, dining room, breakfast room, spacious kitchen with Janitor boiler, sink unit and numerous cupboards. Hall, cloakroom. Garage.

Delightful $\frac{1}{2}$ ACRE

FREEHOLD £7,500

Woking Office: 3, High Street. Tel. 3800 (6 lines).

HOOK HEATH, WOKING

Within short walk of golf course.



MODERN DETACHED HOUSE IN EXCLUSIVE AREA

PART CENTRAL HEATING

Spacious rooms. 4 bedrooms, bathroom, 25 ft. through lounge, dining room, large kitchen. Garage.

SECLUDED GARDEN, APPROXIMATELY $\frac{1}{4}$ ACRE

FREEHOLD £5,250

Woking Office: 3, High Street. Tel. 3800 (6 lines).

WOKING

SOMETHING DIFFERENT



SUPERIOR MODERN BUNGALOW OF CHARACTER

With many special features. Part central heating, oak beams. 3 bedrooms, bathroom, delightful lounge (30 ft. by 17 ft.), dining recess, loggia, particularly well-fitted kitchen. Double garage. Terrace. $\frac{3}{4}$ ACRE

FREEHOLD £6,950

Woking Office: 3, High Street. Tel. 3800 (6 lines).

OXSHOTT

PRETTY BLACK AND WHITE DETACHED COTTAGE

In delightful timbered setting, short walk station and village.



Standing in beautifully displayed $\frac{1}{2}$ ACRE garden with tennis court. Lounge (17 ft. by 17 ft.), dining room, well-equipped tiled kitchen, 4 bedrooms, bathroom with pastel pink suite. Large detached garage with space for additional. Long crown lease.

GROUND RENT £12 p.a. £6,500

Esher Office: EWBANK & Co., 70, High Street. Tel. 3537/8.

MERROW, GUILDFORD

In the loveliest residential area adjoining Guildford, $1\frac{1}{2}$ miles town centre and station (Waterloo 36 minutes).



ATTRACTIVELY DESIGNED DETACHED HOUSE

Part brick, part stucco elevation, in beautifully matured garden. Well-designed accommodation provides entrance hall, lounge, dining room, spacious kitchen, 4 bedrooms, bathroom, sep. w.c. Garage.

FREEHOLD £5,500

Guildford Office: 8, Epsom Road. Tel. 62911/2.

SHALFORD, NR. GUILDFORD

Fronting common, enjoying absolutely uninterrupted views over hilly and wooded countryside.

DOUBLE FRONTED DETACHED HOUSE

With matured brick and partly variegated ivy covered elevation.

3 BEDROOMS, BATHROOM, SEPARATE W.C., 3 RECEPTION ROOMS, KITCHENETTE, SUN LOGGIA. GARAGE

FINE STABLE BLOCK
could be adapted for many purposes.

Small ornamental garden but secluded.

NEEDS MODERNISING
but the unrivalled position makes it a

GOOD PROPOSITION AT £5,500

Guildford Office: 8, Epsom Road. Tel. 62911/2.

COBHAM

Waterloo 28 minutes.



PRETTY MODERN L-SHAPED BUNGALOW
Adjacent Green Belt with beautiful rural views. 3 bedrooms, bathroom, hall, lounge (20 ft. by 12 ft.), kitchen.

Garden with stream.

GARAGE SPACE

PRICE £4,250 FREEHOLD

Cobham Office: 19, High Street. Tel. 47 and 2722.

MOLDRAM, CLARKE & EDGLEY

Chartered Surveyors

155-6, HIGH STREET, GUILDFORD, AND AT WOKING

GUILDFORD

A UNIQUE ARCHITECT-DESIGNED HOUSE OF QUALITY

BUILT IN THE STYLE OF A RIVIERA RESIDENCE

Situated in a much favoured residential part within easy walking distance of Guildford town centre and enjoying unparalleled views over the Wey Valley to St. Catherine's and Hindhead.

ENTRANCE HALL, CLOAKROOM

3 RECEPTION ROOMS, KITCHEN

UTILITY ROOM, 5 BEDROOMS, 2 BATHROOMS

CENTRAL HEATING

GARAGE

HARD TENNIS COURT, SMALL SWIMMING POOL

ABOUT 1 ACRE

£9,750 FREEHOLD

Recommended by Sole Agents. Guildford Office (Tel. 67281).

SHEPHERD LUMB & CO.

THE PUBLIC HALL, BAILLIE STREET, ROCHDALE. Tel. 3826.

LANCASHIRE. Between Rochdale and Bury

CRIMBLE COTTAGE, BAMFORD

FREEHOLD WITH 4 ACRES, 3 COTTAGES

Charming Stone-built
Residence.

Secluded with south
view over park and
pasture land.

Hall, tiled cloakroom, oak-
panelled study, spacious
lounge, oak-pannelled dining
room, modern kitchen off-
ices, staff rooms, 6 bed-
rooms, 2 dressing rooms,
2 fully tiled bathrooms.

Garage for 3 cars. Stab-
ling. Hard and grass
tennis courts.

SUITABLE FOR COUNTRY CLUB, HOTEL OR NURSING HOME

Further particulars from Sole Agents, as above.



20, HIGH STREET,
HASLEMERE (Tel. 2307/8)

H. B. BAVERSTOCK & SON

ESTATE OFFICES, GODALMING (Tel. 1722, 5 lines)

4, CASTLE STREET,
FARNHAM (Tel. 5274-5)

BETWEEN FARNHAM AND GUILDFORD

South of the Hog's Back, with views over golf course. Stations (electric) to Waterloo.

A WELL-FITTED MODERN RESIDENCE



With oak strip flooring,
and in excellent order
throughout.

3 good bedrooms, modern
bathroom, 3 reception
rooms, entrance hall,
re-modelled kitchen, etc.

Main services, modern
drainage, independent hot
water, immersion heater.

Detached garage,
greenhouse, etc.

Delightful grounds and
small paddock.

In all **ONE ACRE**

FREEHOLD £4,950. WITH POSSESSION

Strongly recommended by the Sole Agents, Farnham Office.

WEST SURREY

Magnificent views from incomparable situation 500 ft. up overlooking the Sussex Weald. Near golf and fishing. Waterloo 1 hour.

FIRST TIME IN THE MARKET



Distinctive lesser country
house endowed with
exceptionally fine features.

6 bed and dressing rooms,
2 bath., 2 staff rooms, 3 recep-
tion rooms, small den, billiards
room, offices.

Main water and electricity.

COMPLETE

CENTRAL HEATING

Garage and outbuildings.

COTTAGE

HARD TENNIS COURT

Attractive grounds designed by Gertrude Jekyll. Heath and woodland,
ABOUT 7 ACRES

FREEHOLD £12,500 WITH EARLY POSSESSION

Sole Agents: Godalming, as above.

WEST SUSSEX—SURREY BORDER

(HASLEMERE 3 MILES)

Occupying a quiet, peaceful setting in unspoilt rural surroundings on the outskirts of Fernhurst, and within a short walk of village shops, church and frequent bus service to station (Waterloo in under 1 hour).

PICTURESQUE DETACHED MODERNISED COTTAGE

An ideal weekend retreat
or permanent country
home. Overlooking fields
and woodland.

3 bedrooms, bathroom, w.c.,
3 reception rooms, compact
domestic offices, w.c.
Rayburn cooker/boiler.

Main water and electricity.

GARDEN SHED

GARAGE

ATTRACTIVE GARDEN

of about

1/4 ACRE



FREEHOLD £4,000. VACANT POSSESSION

Haslemere Office.

JUST SOUTH OF GUILDFORD

High healthy position with uninterrupted views over a beautiful valley. Close golf course and village. Waterloo 45 mins.

ARCHITECT-DESIGNED CREAM WASHED HOUSE in a countrified setting.

3 bedrooms, bathroom,
hall, cloakroom, lounge,
dining room, sun terrace,
planned offices. Agamatic.

Main water
and electricity.

BUILT-ON GARAGE

Charming garden, orchard
and paddock, in all about
2 ACRES



FREEHOLD £5,400 WITH IMMEDIATE POSSESSION

Apply: Godalming Office, as above.

WINCHESTER
FLEET, ALTON
FARNBOROUGH

ALFRED PEARSON & SON

HARTLEY WINTNEY
ALDERSHOT, ALRESFORD
ODIHAM (by Appointment)

HAMPSHIRE—SURREY BORDER A PICTURESQUE PERIOD COTTAGE

in a village and 3 miles from excellent town and main line station.



Recently the subject of considerable expenditure and ready for immediate occupation. It contains 3 bed and dressing rooms, bathroom, hall, cloakroom, charming lounge, dining room, kitchen. Excellent area of garden ground with garage space. **POSSESSION £4,250**

Hartley Wintney Office (Tel. 233).

MEON VALLEY—HAMPSHIRE A GENTLEMAN'S SMALL ESTATE WITH EDWARDIAN RESIDENCE OF CHARACTER



6 principal bedrooms, 2 dressing rooms, 6 secondary bedrooms, 4 reception rooms, billiards room. Main water and electricity. 2 EXCELLENT COTTAGES for gardener and chauffeur. Garages and stabling. Beautiful parklike grounds. **About 30 ACRES. PRICE FREE-HOLD WITH POSSESSION £12,500**

Sole Agents: Winchester Office (Tel. 3388).

IN A PICTURESQUE NORTH HAMPSHIRE VILLAGE

41 miles London, 2 miles station.



This Period Cottage stands well back from the village street and contains 2 bedrooms, spacious landing, bathroom, hall/dining room, sitting room, kitchen. Main electricity and water. Garden with fruit trees.

PRICE £3,500 FREEHOLD

Hartley Wintney Office (Tel. 223).

ORMISTON, KNIGHT & PAYNE

RINGWOOD, HANTS (Tel. 311)

And at Bournemouth, Brockenhurst, Barton-on-Sea, Highcliffe and Ferndown.

NEW FOREST BORDERS

Most delightful high secluded position 2 miles market town.

MODERN COUNTRY RESIDENCE OF CHARACTER



4 BEDROOMS
BATHROOM, HALL
CLOAKS with w.c.
LOUNGE with door to
CONSERVATORY
DINING ROOM
STUDY, KITCHEN, etc.

LARGE GARAGE

Main electricity and water.

Part central heating by
Jawster boiler.

Charming and well stocked gardens and woodlands of about **1 ACRE**

PRICE £6,500 FREEHOLD

MURRAY-LESLIE & PARTNERS

11, DUKE STREET, ST. JAMES'S, S.W.1 (WHI 0288)

BICKLEY, KENT

30 minutes City and West End.

THIS SPLENDIDLY BUILT RESIDENCE IN A SELECT POSITION Suitable private occupation or conversion into flats, etc. (subject to necessary consents).

5 reception rooms (incl.
study and magnificent
panelled recreation room),
6-7 bedrooms, 2 bathrooms,
excellent domestic offices.

Garage.

All main services.

Full central heating
(gas fired).

About **3/4 ACRE** beautiful
timbered grounds.



FOR SALE FREEHOLD (by order of Executors).

Further details from the Sole Agents: MURRAY-LESLIE & PARTNERS, as above.

BOURNEMOUTH
POOLE
RINGWOOD

FOX & SONS

ESTABLISHED 1868

SOUTHAMPTON
BRIGHTON
WORTHING

MIDWAY

PETERSFIELD & WINCHESTER

Occupying a pleasant position on the outskirts of a village within reach of the Meon and Itchen Valleys.



MODERN COUNTRY RESIDENCE

3 bedrooms, bathroom with coloured suite, through lounge, dining room, cloakroom, kitchen with Rayburn. Useful outbuildings including 2 garages. Main electricity. Company's water. Septic tank drainage.

Fox & Sons, 32-34, London Road, Southampton.
Tel. 25155 (5 lines).

NEW FOREST BORDER

Within reach of market town.
Bournemouth 9 miles, Salisbury 20 miles.



LODGE TO FORMER COUNTRY ESTATE

2 reception and 2 bedrooms, bathroom with sep. w.c., kitchen, large garage. Greenhouse. Chicken house. Garden. All main services with modern drainage. IN ALL 3½ ACRES PRICE £3,250 FREEHOLD For details of New Forest properties apply: Fox & Sons, New Forest Office, 12/14, High Street, Ringwood (Tel. 24 and 1124), Hants.

ANGMERING ON SEA

Superior and delightful position close to sea front and convenient for mainline station.

ATTRACTIVE MODERN DETACHED BUNGALOW



2 bedrooms, lounge with Claygate fireplace, dining recess (or 3rd bedroom), bathroom, sep. w.c., well-fitted kitchen with modern automatic boiler. Detached brick garage with tiled roof. Attractive gardens. Complete central heating.

PRICE £4,500 FREEHOLD

Fox & Sons, 41, Chapel Road, Worthing.
Tel. Worthing 6120 (4 lines).

HAMBLE RIVER

Standing on high ground in a much sought-after village close to first-class yachting facilities.



ULTRA MODERN BUNGALOW RESIDENCE

Equipped with every labour-saving device, fully insulated, and central heating. 3 bedrooms, bathroom, spacious lounge with dining area, kitchen with built-in equipment. Car port. Double garage.

SHELTERED GARDEN OF ABOUT ½ ACRE

Fox & Sons, 32-34, London Road, Southampton.
Tel. 25155 (5 lines).

SUSSEX

In a delightful situation between Horsham and Brighton, close to railway station and omnibus routes.



AN EXCELLENT SMALL FREEHOLD FRUIT FARM

with an attractive Modern Detached House. 3 bedrooms, bathroom, 2 reception rooms, kitchen. Good outbuildings. Orchard and paddock, in all about 4½ ACRES

PRICE £5,750 FREEHOLD

Fox & Sons, 117 and 118, Western Road, Brighton.
Tel. Hove 39201 (7 lines).

BROCKENHURST

On the outskirts of this much favoured New Forest village adjoining golf course and with mainline railway facilities to London.



SUPERIOR MODERN RESIDENCE

5 bedrooms (mainly with basins), 2 bathrooms, 3 reception rooms, sun loggia, cloakroom, domestic offices. Garage for 3 cars. Central heating. Main services. DELIGHTFUL GARDEN OF ABOUT 1½ ACRE Fox & Sons, 32-34, London Road, Southampton.
Tel. 25155 (5 lines).

WIMBORNE—DORSET

Probably the most interesting property in this important market town.
The Georgian-style Freehold Property DORMERS—EAST BOROUGH



Galleried hall, 7 bedrooms, 2 bathrooms, 3 reception rooms, kitchen and domestic offices. Main services. Septic tank drainage. Stabling converted to garage for 2 cars. Charming old-world gardens intersected by small trout stream. Total area just over 1½ ACRES. AUCTION SALE ON PREMISES ON NOVEMBER 17, 1959, at 3 p.m. (unless sold privately).

Solicitors: Messrs. BRACHER, SON & MISKIN, Star House, Maidstone, Kent.
Auctioneers: Fox & Sons, 44-52, Old Christchurch Road, Bournemouth. Tel. 24242.

MID-SUSSEX

Delightful rural position with magnificent views to the South Downs.

EXCEPTIONALLY ATTRACTIVE MODERN RESIDENCE WITH MOST PLEASING ELEVATIONS



6 bedrooms, bathroom, 3 reception rooms, cloakroom and kitchen. Main electricity and water. Modern drainage. 2 garages. 3 glasshouses. Children's splash pool. Hard tennis court. Delightful secluded gardens and grounds extending to ABOUT 5 ACRES

PRICE £8,500 FREEHOLD

Fox & Sons, 117 and 118, Western Road, Brighton.
Tel. Hove 39201 (7 lines).

DORSET

In a delightful country position on the edge of a village about 7 miles from Wimborne.

EXCEPTIONALLY ATTRACTIVE OLD-WORLD THATCHED COTTAGE



In immaculate order and ready for immediate occupation. 3 bedrooms, modern bathroom, lounge, sun loggia, kitchen/breakfast room. Main electricity and water. Garage. Well maintained garden overlooking open country. PRICE £3,500 FREEHOLD

Sole Agents: Fox & Sons, 44-52, Old Christchurch Road, Bournemouth. Tel. 24242.

HOVE, SUSSEX

Standing in delightful secluded grounds.



5 principal bedrooms, 2 bathrooms, dressing room, 2 staff bedrooms and bathroom, suite of 3 fine reception rooms sun terrace, cloakroom, well-planned domestic offices and housekeeper's room. Double garage. Greenhouse. Oak flooring. Central heating.

PRICE £16,500 FREEHOLD

Fox & Sons, 117-118, Western Road, Brighton, 1.
Tel. Hove 39201 (7 lines).

SOUTH HAMPSHIRE

In pleasant rural position readily accessible to Winchester and Southampton, ideal for those seeking a property capable of further improvement.



PERIOD FARMHOUSE RESIDENCE

3 bedrooms, spacious attic, bathroom, 2 reception rooms, large store room, kitchen. Stabling and barn. Company's gas and water. Main electricity available.

PRICE £3,250 FREEHOLD

Fox & Sons, 32-34, London Road, Southampton
Tel. 25155 (5 lines).

CORNWALL

12 miles Liskeard, 20 miles Plymouth, 4½ hours non-stop to Paddington. Few yards of the sea with unexcelled and uninterrupted coastal scenery overlooking picturesque village.



One of the most remarkable small properties on the English coast, beautifully appointed, built by architect for own occupation. 4 bedrooms, bathroom, lounge (33 ft. by 27 ft.), dining room, hall and cloakroom, excellent kitchen, guest suite with a room and large bathroom. Main services. Easily maintained terraced garden of about 1 ACRE. £11,500 FREEHOLD

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Tel. 24242.

CHARTERED AUCTIONEERS
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27, PROMENADE
CHELTENHAM

ESTABLISHED IN CHELTENHAM
OVER 100 YEARS
Tel.: CHELTENHAM 2102 and 54145

CLEEVE HILL, CHELTENHAM

*Elevated and sheltered position enjoying fine views of the
Malvern Hills and Welsh Mountains.*
COMPACT SEMI-BUNGALOW



In immaculate condition. 3 double bedrooms, lounge (18 ft. by 16 ft.), dining room, kitchen, bathroom. **PART CENTRAL HEATING.** Good sized, well maintained and secluded gardens. 2 garages. Private gate to Common. **£5,500 FREEHOLD**

Sole Agents: G. H. BAYLEY & SONS, F.A.I.
**Similar 4-bedroomed property with 1 garage
£5,250 Freehold.**

IMPORTANT CENTRAL FREEHOLD REGENCY RESIDENCE THE PRIORY LONDON ROAD, CHELTENHAM



Suitable hotel, hostel, school, offices, flats, e.c. (Subject to planning consent.) 45 rooms, 12 bathrooms, kitchen, offices, boiler room. **Site area two-fifths of an acre** close to the centre of town. Frontage to London Road about 101 feet. Return frontage about 175 feet. Access from three roads. **£10,000 FREEHOLD**
Sole Agents: G. H. BAYLEY & SONS, F.A.I.

PARK HOUSE

THE PARK, CHELTENHAM

On a wooded residential site of 2 acres within half a mile of Cheltenham Promenade, colleges, shops, etc.

TWENTY-EIGHT FLATS ONLY ARE TO BE ERECTED BY

SPAN DEVELOPMENTS LTD.

2-, 3- or 4-BEDROOMED FLATS OF LABOUR-SAVING DESIGN FOR CONVENIENT AND MODERN LIVING
LANDSCAPED GROUNDS

POSSESSION MID 1960. RESERVATIONS NOW BEING ACCEPTED

£3,500-£5,250

Sole Agents: G. H. BAYLEY & SONS, F.A.I.

NEWCOURT PARK, CHARLTON KINGS

CHELTENHAM

Convenient colleges, schools, churches, buses. $1\frac{1}{2}$ miles Cheltenham town centre.

TWENTY SUPERIOR HOUSES

(INTERNAL FLOOR AREA ABOUT 1,600 SQUARE FEET)

Are to be erected during the course of the next 18-24 months in an excellent residential area on the outskirts of the town.

THREE STYLES AFFORDING 3 OR 4 DOUBLE BEDROOMS, 1 OR 2 BATHROOMS, CLOAKROOM, SPACIOUS LIVING ROOMS, EXCELLENT FITTED KITCHEN (about 16 ft. by 12 ft.).
PART CENTRAL HEATING. GARAGE

£6,300 to £6,550 FREEHOLD, including road charges

Reservations now being accepted. Completion date to applicants' choice.

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**BOURNEMOUTH
AND 12 BRANCH OFFICES**

RUMSEY & RUMSEY

**AND IN THE
CHANNEL ISLANDS**

SOMERSET—DORSET BORDER

Sherborne 6 miles, Shaftesbury 10 miles.



IMPOSING 18th-CENTURY STONE BUILT RESIDENCE, occupying a convenient position amidst rural surroundings. 6 principal bedrooms, bathroom, 3 reception rooms, spacious domestic offices. Outbuildings. Charming $\frac{3}{4}$ ACRE walled garden.
PRICE £4,750 FREEHOLD

CHRISTCHURCH HARBOUR $2\frac{1}{2}$ MILES

CHARMING POST-WAR ARCHITECT DESIGNED RESIDENCE, situated in pleasant rural setting within 3 miles of Christchurch. Large hall with cloakroom. Through lounge, dining room, well equipped kitchen, 4 bedrooms, half-tiled bathroom. *Central heating.*
Garage and easily maintained garden.

PRICE £5,200 FREEHOLD

ADJACENT NEW FOREST

QUAINT OLD-WORLD COTTAGE RESIDENCE
Enjoying seclusion and standing in grounds of $1\frac{1}{2}$ ACRES
Entrance hall, lounge, study, garden room, excellent kitchen, 3 bedrooms, bathroom. *Complete central heating.*
Outbuildings, etc.

PRICE £5,750 FREEHOLD

HAMPSHIRE COAST

Bournemouth 10 miles.



Situated in a choice residential position within 200 yards of the shore and convenient for village shops. Through lounge, American style kitchen, with dinette, 2 bedrooms, half-tiled bathroom. Garage and charming garden.

PRICE £5,000 FREEHOLD

Further details of the above may be obtained from Head Office, 111, Old Christchurch Road, Bournemouth. Tel. 21212.

**HIGH WYCOMBE
(Tel. 2576)
PRINCES RISBOROUGH
(Tel. 744)**

HAMNETT, RAFFETY & CO.

BUCKINGHAMSHIRE AND THE CHILTERN

**BEACONSFIELD
(Tel. 1290)
FARNHAM COMMON
(Tel. 1062)**

FRIETH, BUCKS

500 feet up above Marlow.



A SMALL COUNTRY HOUSE. Hall, cloakroom, dining room, lounge, study, kitchen, 3 double bedrooms, modern bathroom. Garage. *Main services. Partial central heating.* Mature orchard garden.

FOR SALE WITH VACANT POSSESSION

Apply High Wycombe Office (Tel. 2576/9).

Nr. GREAT MISSENDEN

In the Buckinghamshire Green Belt.



MOST ATTRACTIVE COUNTRY COTTAGE. Large dining room/lounge. Sun loggia, fully fitted kitchen, 3 bedrooms, bathroom. Garage. *Main services.* Small garden. First time in the market.

FOR SALE WITH VACANT POSSESSION

Apply High Wycombe Office (Tel. 2576/9).

BLEDLOW RIDGE

Between High Wycombe and Princes Risborough.



PLEASANT OLD-WORLD COTTAGE. Lounge 24 ft. long, dining room, breakfast room. Modern kitchen with Peerless fittings, 3 bedrooms, bathroom. Double garage. *Partial central heating.* Attractive garden.

PRICE £4,250

Joint Sole Agents, HUNT & NASH, and HAMNETT, RAFFETY & Co. Tel. High Wycombe 2576/9.

TOWN & COUNTRY ESTATES (IRELAND) LTD.

Telegrams: SPYTOR, DUBLIN

27-28, CLARE STREET, MERRION SQUARE, DUBLIN

Telephone 62783

FOR SALE BY PRIVATE TREATY

BROOKHILL, CLAREMORRIS, CO. MAYO

1 mile from Claremorris, 39 miles from Galway.

A HOUSE OF GREAT CHARM

Stands in well timbered grounds. All principal rooms face south. It is a compact and easily run house.

The accommodation comprises:

3 WELL PROPORTIONED RECEPTION ROOMS EN SUITE, PLAYROOM, 5 TO 8 BEDROOMS AND DRESSING ROOMS, 2 BATHROOMS

Heated by electric storage heaters.



Yard with accommodation for 200 pigs, 3 cow byres. 3 loose boxes, stores, etc.

COTTAGE

Sitting room, kitchen, 3 to 5 bedrooms, bathroom, etc.

STANDING ON 105 ACRES

45 ACRES of arable land.

The balance includes timber, turbary, rough cover and 1,500 young spruce.

Main electricity and telephone.

DOUBLE GARAGE

HELD ENTIRELY FREEHOLD

Joint Sole agents: TOWN & COUNTRY ESTATES (IRELAND) LTD., as above, and J. J. GRIFFITH, Ballindale, Claremorris (Tel. Ballindine 7).

By direction of S. Heatley Esq., O.B.E., F.R.C.S.I.

CHURCHTOWN HOUSE, DUNDRUM, CO. DUBLIN

A FINE GEORGIAN 2-STOREY NON-BASEMENT RESIDENCE

tastefully modernised in a beautiful setting.

4 RECEPTION ROOMS, 2 DOUBLE BEDROOMS, DRESSING ROOM, 3 SINGLE BEDROOMS, 2 BATHROOMS, PLAYROOM, BOXROOM, 2 MAIDS' BEDROOMS AND BATHROOM, KITCHEN, CLOAKROOM, ETC.



A FEATURE OF THE PROPERTY IS THE MAGNIFICENT ROSE GARDEN OF INTERNATIONAL REPUTE

4 LOOSE BOXES, 2 STALLS, GARAGE, ETC. MODERNISED COTTAGE AND GATE LODGE

Only 4 miles from Dublin yet in rural surroundings.

ON 20 ACRES

HELD ENTIRELY FREEHOLD

FOR SALE BY PRIVATE TREATY

Seen only by appointment through the Sole Agents.

FOR SALE BY PRIVATE TREATY

BELLINTER PARK, TARA, nr. NAVAN, CO. MEATH

THE FINE PERIOD RESIDENCE

faces due south, overlooking undulating well-timbered land

IT IS A COMPACT, EASILY-RUN HOUSE

The accommodation comprises:

SQUARE ENTRANCE HALL, 4 RECEPTION ROOMS, 4 DOUBLE BEDROOMS, 2 SINGLE AND ATTIC ROOMS, 3 BATHROOMS
USUAL DOMESTIC OFFICES



MACHINERY SHEDS, DAIRY, TIMBER YARD, ETC., 16 LOOSE BOXES, 30 TYINGS, WORKSHOPS

THE LANDS have been well maintained and are at present in wheat undersown with grass.

THE RIVER BOYNE constitutes one boundary. A good small trout stream runs through the property. Bellinter is in the centre of some of the best hunting country.

Part of the lands of the Bellinter Golf Course belong to the property.

ON 690 ACRES

Full particulars and appointments to view from the Sole Agents.

Designed to appeal to those who appreciate elegance in urban living.

"LITTLE VENICE"

BLOMFIELD ROAD, RANDOLPH AVENUE, MAIDA VALE, W.9.

FOUR TO SEVEN-ROOMED HOUSES FOR SALE

Price range £7,000-£9,000.

ALSO

FOUR-ROOMED FLATS TO BE LET

At rentals from £400-£525 per annum.

Garages available.

Illustrated Brochure from Joint Sole Agents:

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Chartered Surveyors.

West End Office:

61, St. James's Street, S.W.1. LEgation 4691.

HUNT & STEWARD

Chartered Surveyors.

Estate Office:

26, Clifton Road, W.9.

CUNningham 3351.

BRACKETT & SONS

27-29, HIGH STREET, TUNBRIDGE WELLS. Tel. 1153—2 lines.

WADHURST

FREEHOLD PROPERTY originally an Oast House, skilfully converted and modernised. 2 reception rooms, study, cloakroom, 4 bedrooms, 2 bathrooms, 2 garages. Pleasure garden of about **HALF AN ACRE**. **PRICE £4,200**. Fo.44751.

JUST IN THE MARKET

A SUPERIOR MODERN DETACHED RESIDENCE with central heating, in a convenient position for Tunbridge Wells and Tonbridge. Lounge 22 ft. by 12 ft., study, 3 bedrooms, bathroom, modern kitchen/breakfast room. Garage. An attractive garden surrounds the house. **PRICE £5,250 FREEHOLD**. Fo.44972.

ROYAL TUNBRIDGE WELLS

Near Mount Ephraim. **A MOST ATTRACTIVE DETACHED RESIDENCE**. 2 reception rooms, cloakroom, 3 bedrooms, bathroom and kitchen. *Part central heating*. Garage. Large garden with lawn. **PRICE £4,550 FREEHOLD**. Fo.44980.

TO BE LET FURNISHED—LANGTON, KENT

ATTRACTIVE OAST HOUSE conversion, 3/4 bedrooms, lounge, kitchen, bathroom, housewife's dream kitchen and breakfast room. Garage. Garden. T.V. and telephone. **Rent £15 15s. per week**. Available December 1 for four months, furnished.

MAIDENHEAD
SUNNINGDALE

GIDDY & GIDDY

WINDSOR, SLOUGH
GERRARDS CROSSRURAL BERKSHIRE
In secluded grounds of 5 ACRES

A DELIGHTFUL MODERN HOUSE of unusual design containing a magnificent lounge (24 by 16 feet), bedroom, bathroom and kitchen, all on one floor, with 2 additional bedrooms over. Garage and outbuildings. **FREEHOLD £5,000**
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NEAR WINDSOR
Overlooking farmland and on a bus route.

A MODERN HOUSE IN DELIGHTFUL SURROUNDINGS, built about 2 years. 4 bedrooms, tiled bathroom, 2 reception rooms, cloakroom, American-style breakfast room/kitchen. Central heating. Double garage. Convenient garden. **FOR SALE FREEHOLD**
GIDDY & GIDDY, 52, High Street, Windsor (Tel. 73).

MAIDENHEAD
In a high and secluded position.

AN ATTRACTIVE SMALL TUDOR-STYLE COTTAGE
3 bedrooms, bathroom, 3 reception rooms, well-equipped kitchen. Garage. Nice garden. **FREEHOLD £4,500**
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Tel. BASINGSTOKE 2255-6CURTIS & WATSON
4, HIGH STREET, ALTON. Tel. ALTON 2261-2The Estate Office, HARTLEY WINTNEY
Tel. HARTLEY WINTNEY 296-7THE FOLLOWING GENUINE APPLICANTS ARE URGENTLY SEEKING PROPERTIES
AND IMMEDIATE INSPECTIONS WILL BE MADEOXFORDSHIRE, WARWICKSHIRE,
WORCESTERSHIRE

£50,000 WILL BE PAID FOR

FIRST-CLASS RESIDENTIAL FARM
OF ABOUT 400 ACRES

with character residence 6/8 bedrooms.

Apply "Hol," Alton Office.

SOMERSET, NORTH DEVON,
WILTSHIRE, GLOUCESTERSHIRE,
SOUTH WALESONE FARM, OR BLOCKS OF FARMS UP TO
THREE GROWING UNITS OF 300-400 ACRES

Apply "Mac," Alton Office.

NORTH EAST HANTS,
SUSSEX BORDERS

CHARACTER HOUSE (4/6 BEDS.),

WITH 100-250 ACRES OF GOOD FARM LAND
SUITABLE FOR DAIRY FARMING

Apply "Dam," Alton Office.

Please send particulars with photographs and plans, in confidence, to the Agents, as above.
USUAL COMMISSION REQUIRED.SIDMOUTH (Tel. 1 and 101)
OTTERY ST. MARY (Tel. 380)THOMAS SANDERS & STAFF
CHARTERED AUCTIONEERS AND ESTATE AGENTSAXMINSTER (Tel. 3341)
SEATON (Tel. 770)SIDMOUTH MARINE RESIDENCE
OFFERED AT MODERATE FIGURE

Unspoiled views over English Channel.

Three reception, 6 bedrooms, bathroom, offices. Paved forecourt garden. Central heating. All mains.

FREEHOLD £3,800

CHARMING BUNGALOW PROPERTY IN OTTER
VALLEY

Six miles from Sidmouth.

2/3 reception, 3/4 bedrooms, box room, bathroom, offices. Loggia. Charming garden. Main electricity and water.

Sole Agents.

SIDMOUTH OUTSKIRTS

A BEAUTIFULLY MODERNISED OLD-WORLD
COUNTRY RESIDENCE

3 reception, 5 bedrooms, 2 bathrooms, offices. Secondary residence with 3 bedrooms. 5 acres of ground. Lovely views, complete peace. Main electricity and water.

Sole Agents.

JUST OUTSIDE LYME REGIS
A LOVELY MODERN COUNTRY PROPERTY
Occupying a really unique position with views over Lyme Bay to Portland Bill.

The unusual property includes Main Residence with 2 rec., 2 bed., 2 bath., offices with Aga, separate guest suite and a further small flat. Garage for 3 cars, lovely natural grounds of 1½ ACRES
Sole Agents.

SIDMOUTH. £4,750

A CHARMING REGENCY PERIOD PROPERTY
In lovely old-world village at Sidmouth.

Capable of providing an attractive home and an income—present accommodation includes small double-fronted shop, 2 rec., 5 bed., bath., offices. Large garage, walled in grounds.

Sole Agents.

£5,750

*In Sidmouth's favoured area.*A LOVELY ARCHITECT-BUILT RESIDENCE
Once the subject of an article in *Ideal Home*. 2 rec., cloak., offices, 3 bed., bath. Garage. A perfectly charming garden. All mains.

Sole Agents.

£6,250

*Sidmouth outskirts in charming old-world hamlet.*ATTRACTIVE CHARACTER RESIDENCE
With 3 rec., 4 bed., bath., offices. Second COTTAGE RESIDENCE with 2 bed. Large garage. Main water and electricity.

Beautiful grounds of ABOUT 1 ACRE.

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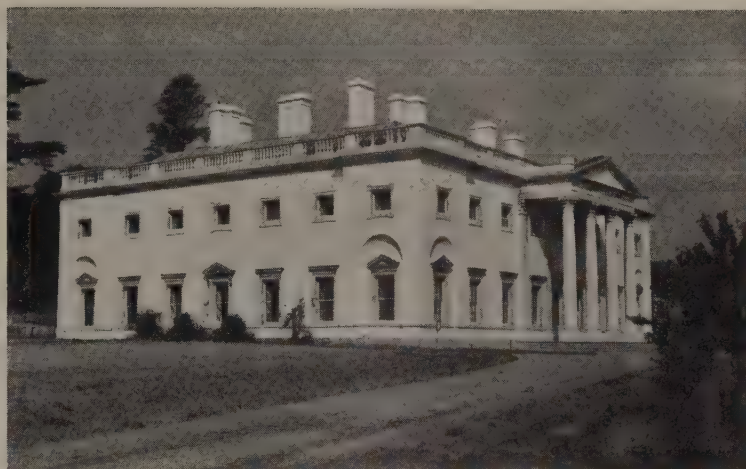
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Built of brick, recently externally whitened, with a part-tiled and
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3 cottages (2 let).

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In all, about 7 ACRES.

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Entrance or lounge hall,
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All main services.

Partial central heating.



Garage site. Small pleasure and productive kitchen gardens.

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Extensive garden and grounds. Outbuildings. Garage
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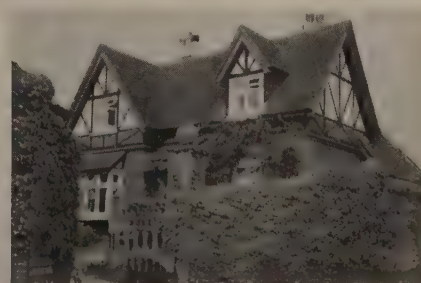
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AT NUTFIELD containing 3 bedrooms, 17-ft. lounge,
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Hall, delightful drawing room (22ft. by 14ft.) facing south, dining room (14 ft. by 14 ft.), library (28 ft. 6 in. by 14 ft. 6 in.), usual offices, 2 principal suites of bedroom and bathroom, 2 other main bedrooms and staff quarters of sitting room, 2 bedrooms and bathroom.

OIL-FIRED
CENTRAL HEATING
Ample water supply and electric points.

Farmhouse and 26 acres of excellent farmland.

Extensive range of buildings, 2 excellent cottages, flat, stabling. Garage and granite buildings suitable for conversion into cottage. Charming gardens.

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In secluded valley situation facing south.

ABOUT 1 MILE FROM ST. HELIER

CHARMING DETACHED HOUSE



which could be modernised for delightful private residence or converted to 4 excellent flats.

3 RECEPTION ROOMS
7 BEDROOMS
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APPROX. 3/4 ACRE GARDEN

PRICE: £9,750

A most valuable property of 37 acres, at present run as intensive Strawberry and Flower Farm.

VERY SUITABLE FOR GENERAL FARM ATTRACTIVE MODERNISED GRANITE RESIDENCE

With 3 bedrooms, 3 reception rooms, bathroom, kitchen, 4-car garage adjoining, over which extra bedrooms and bathrooms could be added, with entrance from main house.

Garage. Fine outbuildings.

Also old
GRANITE FARMHOUSE of 11 rooms overlooking charming reservoir (100,000 gallons) used for irrigation by electric pump.



Also modern house, cottage, 2 bunkers (one with air-conditioning), and garage.

PRICE ON APPLICATION

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CHARMINGLY CONVERTED GRANITE COTTAGE

LIVING ROOM
(25 by 18 ft.)

2 BEDROOMS. ALL
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BEAUTIFULLY
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Main electricity and water.



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In open surroundings.



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(About 20 miles from the coast.)



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(As illustrated) of a mellowed country house. 3 large reception rooms, kitchen, 4 bedrooms, 2 bathrooms. Main services. Fine panelling.

ABOUT 3/4 ACRE garden.

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3 miles Maidstone (1 hour Victoria) in delightful position overlooking picturesque village scene, convenient to shops, church, bus service.

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With a wealth of old timbers in excellent condition and appointment, containing:

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5 BEDROOMS

USUAL OFFICES

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All main services.

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Hall, cloaks, lounge hall (30 ft. long), 2 reception rooms, domestic offices, 7 bed and dressing rooms, 2 bathrooms, loggia, garden room.

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Main water and electricity. Partial central heating.

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On a ridge overlooking Montagu Bay and Cays.

ONE OF THE MOST CHARMING PROPERTIES IN NASSAU

EXCELLENT LOCATION WITH
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Sea and road frontages of 250 ft. Depth 547 ft.

4 bedrooms, 3 bathrooms, large drawing room,
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FOR SALE FREEHOLD
FURNISHED

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In the best position.

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5 bedrooms, 3 bathrooms,
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shower.

COTTAGE
with 2 bed. and bath. and
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ABOUT 1 ACRE
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PRICE £35,000

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ACREAGE

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Contains:

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FOYER, PANTRY, KITCHEN AND LAUNDRY

Maid's room and bathroom.

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ATTACHED GARAGE

PRICE ON APPLICATION

INVEST IN THE BAHAMAS—NO LAND TAX—NO INHERITANCE TAX ON REAL ESTATE—NO INCOME TAX

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*Situated in Montagu Heights within a six-
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Contains

3 BEDROOMS AND 2 BATHS,
ATTRACTIVE LIVING QUARTERS

PRICE ON APPLICATION



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FOR SALE

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CONTINUED ON PAGES 686-688



George II silver pierced basket.
London 1740. Maker, Richard Bayler.
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THOMAS MALTON, JNR., 1748-1804. "London Bridge and the Monument."
Watercolour drawing 11½ by 16 inches.



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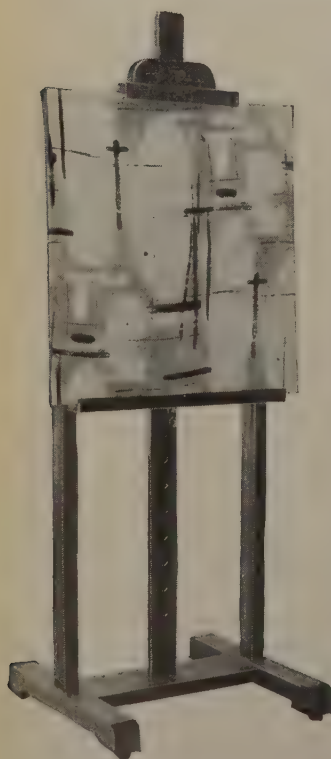
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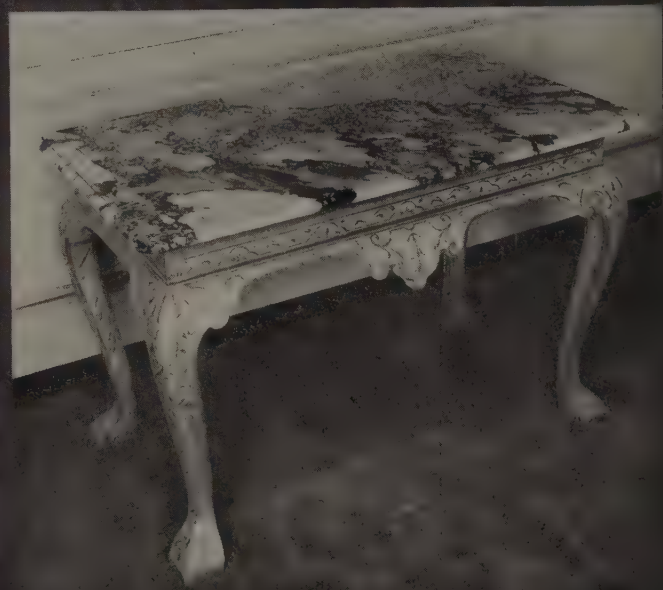
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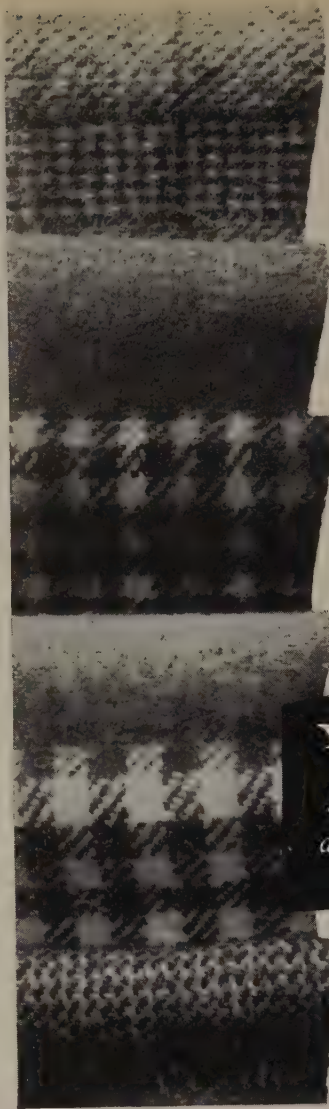
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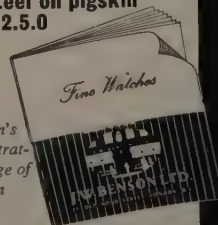
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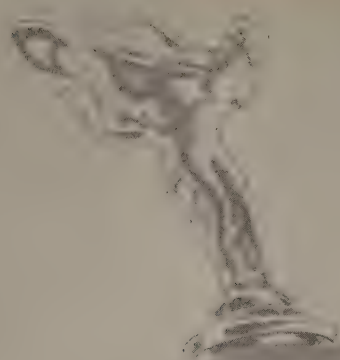
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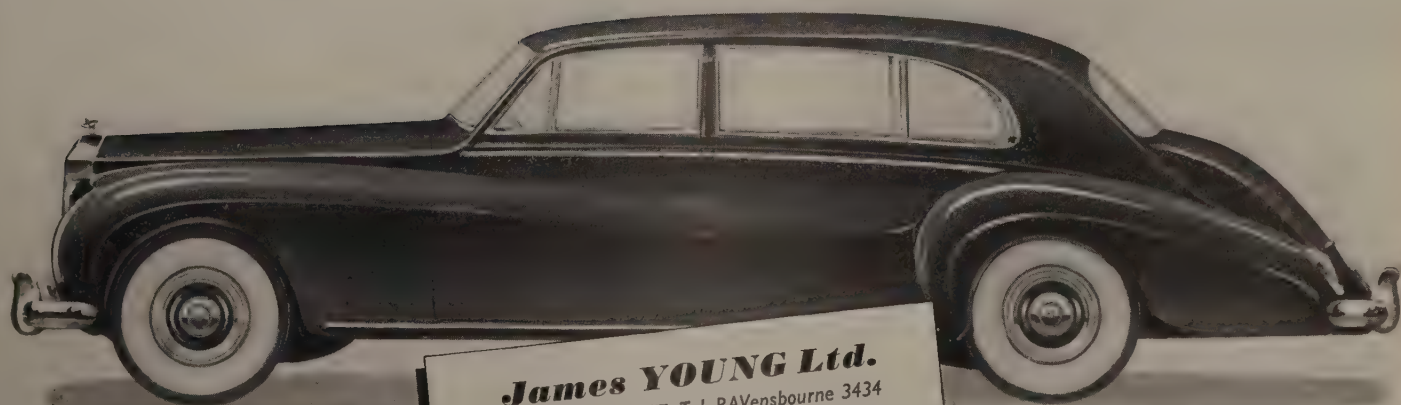
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COUNTRY LIFE

Vol. CXXVI No. 3268

OCTOBER 22, 1959



Fayer

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Miss Elizabeth Buxton is the youngest daughter of Mr. and Mrs. Desmond Buxton, of Hoveton Hall,
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COUNTRY LIFE

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PRESERVING INDUSTRIAL MONUMENTS

“ESCAPE from the bedlam of the roads can be given to a wide cross-section of the community by the preservation rather than the destruction of these long neglected amenities,” runs a paragraph in the annual report of the National Trust referring to negotiations with the Transport Commission for acquiring sections of two Midland canals. One of these proposals has already resulted in the lease to the Trust of a 13-mile section of the Stratford-on-Avon Canal. This runs through some of the loveliest Warwickshire country from Lapworth on the Grand Junction Canal to the Avon, which it joins opposite the Shakespeare Memorial Theatre. The canal was begun in 1793, and includes a number of interesting and unusual early cast-iron bridges and aqueducts. The towpath is not at present a right-of-way, but could provide in the ownership of the Trust an enchanting traffic-free walk. The other canal under discussion is a section of the Staffordshire and Worcestershire that joins the Severn at Stourport, which its construction in 1772 brought into existence. Engineered by the great Brindley, it was the first of his canals to have locks, and follows a picturesquely exciting course winding round and occasionally under the heavily wooded red sandstone of Kinver: a perfect illustration, remarks the Trust’s report, of the Georgian belief that beauty and utility can be combined.

The transfer of canals is a new departure for both the Trust and the Transport Commission, and a direct outcome of enterprising proposals made by the Bowes Committee last year to the Minister of Transport. The earlier report by the Canals Board of Survey made depressing reading. It recommended abandoning 770 miles of water-ways, retaining “for the present” 994 miles and preserving for possibly increased use only 336 miles. It is obvious from these figures that there are several hundred miles of potential “Canal Parks” such as the two sections now being dealt with; and in fact there is a growing number of canal yachtsmen. The Ministry of Works recently gave a grant towards repairing a Georgian warehouse, actually on the canal basin at Stourport, as its Midland headquarters. But no less obviously, the cost of maintaining these new sources of amenity, which appeal even more to anglers and walkers, will put a further burden on, and add nothing to, the strained revenues of the Trust. They constitute in effect a kind of local park, and there is a strong case for their being financed on a basis that would include contributions from the counties or local authorities that they are likely to benefit.

Canals are also industrial monuments. At

Coalbrookdale, in Shropshire—the historic cradle of the “second Iron Age”—Mr. Molson, speaking last week as Minister of Works, broached the whole question of how to preserve these milestones of the early Industrial Revolution. He foresaw, not improbably, archaeologists and industrialists of future generations all over the world revering such birth-places of modern civilisation. On the advice of the Historic Buildings Council he has already made a grant to the Sheffield Council for preserving and restoring the notable but derelict Abbeydale Works. But, as Mr. J. M. Richards lately reminded us, scores of stately mill, warehouse and dock buildings exist, many with original machinery, making as strong claims on preservation; and the railways—sections of which are already in the same condition as canals—are no less treasuries of Victorian design. The Historic Buildings Councils, as at present financed, are no more equipped than the National Trust to operate effectively in this vast and fascinating field. In relation to canals, the selective preservation of historic industrial architecture demands redefinition of the term “natural beauty and historic interest,” and corresponding reconsideration by the Treasury of the costs involved in it.

IN THE FALL

*THE lavender was all alive
Of late with bees, and you could hear
Wasp after wasp in frenzied drive,
As if they knew their hour was near.*

*Now there is little left to see
Of summer's pomp. Time does not spare
Flower in the field, leaf on the tree,
Or insect in the chilling air.*

ERIC CHILMAN.

OPEN-CAST MINING

THE National Coal Board have shown courage and realism in facing the prospect of a sharp contraction of their industry in the next six years, and in devising a policy to meet it. Surveying the necessity of closing, ultimately, 240 collieries and reducing manpower by 11 per cent., the Board intend to mitigate the social consequences of this reorganisation by limiting considerably the output of open-cast mining. This entails a loss of economic advantage because of the cheapness of open-cast production, but they prefer to accept that sacrifice rather than to close collieries in order to secure an equivalent cut in production. The chairman of the Coal Board, Sir James Bowman, justifies this decision by saying that, in such a situation, it is the men who matter. The public are unlikely to quarrel with him for putting this human consideration before the austere dictates of economics. But having departed so far from the narrow path, why not go a little farther and put an end altogether to open-cast mining? Earlier this year the Board resolved on a run-down in open-cast production unless circumstances compelled a reversal of that policy. The difference between the financial consequences of that hesitant course and of a firm decision to terminate open-cast mining absolutely at the earliest practicable date could not be great in relation to the heavy figures involved in the whole six-year plan. Amenity may not rank high among the many considerations that must influence the Coal Board, but the Government's concern for amenity ought to be sufficient to move them to persuade the Board to take such a step. The prospect of an early end to the extensive disfigurement of the countryside by open-cast operations would give immense satisfaction to a large section of the community.

SHIFTING SANDS

THE recent news that the southern tip of the Goodwin Sands has shifted more than half a mile since 1947 has drawn attention to the continuous movement of the sand and shingle that make up some of our foreshores—a movement that is not well understood and that can easily be changed greatly for the worse by ill-considered action. In a recent issue of *Nature* Professor J. A. Steers commented on the relevant discussions at the British Association meeting in the summer. Few of us, perhaps,

appreciate that “the natural protection of much of our coast is a good beach”; but since this is so we must agree with Professor Steers that “it is all important to study how it is to be maintained.” He quotes an interesting example of the mysteries of sand movement: before 1900 the Lancashire coast around Formby gained sand steadily; for the last 50 years it has lost sand, which has piled up at Southport. Behind the coast, protected only by dunes, rich agricultural land lies below the high-tide level. It may seem obvious that sea walls or groynes at Formby would stop the loss of sand there; but this would soon affect Southport, just as similar protection at Blackpool has resulted in extensive damage at Fleetwood, where the beaches have been cut off from their sand supply. The constant changes along our coasts, and their effects on areas immediately inland, concern physiographers, oceanographers, engineers and botanists, and it is good to know that a sea defence committee is co-ordinating their efforts and reporting to the various Ministries concerned.

VISITORS TO COUNTRY HOUSES

THE ups and downs in different years of the number of people visiting country houses defy rational analysis. Some seem to have benefited from the phenomenal weather, others to have suffered slightly; but the claim that a beautiful setting, more attractive in a fine summer, makes the difference is offset by several of the “downs” being notably handsome in that respect. Proximity to the coast or a tourist centre like Stratford-on-Avon appears to have produced many “ups”; yet several of them are remote from both. Style of architecture is no guide: places of the same period have moved up or down irrespectively. Novelty works both ways, perhaps attracting numbers from some old favourites, failing in other cases probably because they are insufficiently known. Locality seems the fairest basis for comparing some of the figures available, which omit most of the National Trust's houses. Woburn, *sic generis*, is up 10,000. In the East Riding of Yorkshire, Burton Agnes, with coast attraction and good settings, is up 2,000; Beaulieu, Hampshire (coast and old cars) is up 120,000 but Osborne, Isle of Wight, is down. In the Midlands, Thoresby (Victorian), Ragley (Palladian), Hardwick (Elizabethan) and Arbury (Gothick) are down; but up go Capesthorpe (Victorian), Blithfield (Gothick), Kedleston (Palladian)—by 100 per cent.—and Hagley (Georgian). Near London, Hatfield and Audley End are up, Luton Hoo a little down. But the variations are rarely more than 15 per cent. The habit of visiting has evidently itself come to stay and is increasing.

LONGER SUMMER TIME?

WOULD anyone be worse off if the period of Summer Time were extended by a fortnight? Certainly many people in this extraordinary year of summer sunshine continuing into the autumn have grudged the loss of the extra hour of daylight since October 4. Even in a more normal season of mixed weather, rain and shine, the balance of advantage to the great majority would be in having Summer Time running on for another fortnight. Those who go to work at 7 a.m. would still set out in the dawn light. Against this it has always been argued that farmers and farm-workers do not like Summer Time and that they object to any extension. This is not borne out by the vote which the National Farmers' Union took last year. Farming opinion was fairly evenly divided in England and Wales; most Scottish farmers would probably object. Even so, should a small minority have the deciding say? There will be opportunity in the new Parliament for open discussion on this question. Will some Private Member bring in a Bill to extend the statutory period set out in the Summer Time Act of 1925? That would be a good way of testing public opinion.

COVER PICTURE

The cover design of this number is by Frank Wootton.

COUNTRYMAN'S NOTES

By IAN NIALL

WE never had an autumn like it, people have been saying. It makes me think of the Ancient Mariner because, although I don't get a bloody sun at noon, we do get a hot and copper sky when the sun goes down. The leaves are falling in the orchard. Some hawthorns in the hedge are completely bare. When winter comes it will be an abrupt change, I think the sap is going back quickly. Certainly the ground supplies very little moisture to the roots of trees. We can't walk across the garden without kicking up dust. The young cabbages I rashly planted have all turned yellow. The pigeons won't get them in February, it's one thing sure. There are advantages to the days in autumn. One can get on with clearing up, building a bonfire, raking up debris, clearing old briar and blackberry bushes, cutting down straggling growth wherever it threatens to intrude over paths. I have been making the most of these days that, had summer been different, someone was bound to have called an Indian summer. Eighty degrees in October and greenhouses so hot that to walk through them, even with all the ventilators open, makes me tired!

* * *

THE great wilderness that obscured three apple trees, rashly planted near the old piggy, had to be cut down. The trees are good. They had pruning and spraying. They needed some fresh air, too. I discovered the old path now overgrown with elderberry and blackberry and ran to cut my way down it, rolling the tangle before me. In an hour I had a vast ball of entangled thorns and weeds and couldn't "knit" it for the life of me. It had to be cut off the path and down the slope, where stands now awaiting November 5. Cowslips grew along that path. Every stalk I cut peppered me with seed, and the seed, rather like certain breakfast cereal, stuck to my perspiration and arms and made me more annoyed, it was worth it. We have a tidy garden as well as the piggery. I went down there with the row and carted back eight beehives, for I've written to a friend who is an ardent beekeeper and persuaded him to take them away. I have no intention of getting into the beekeeping business myself. Oddly enough, when I had the hives lined up by the white seat overlooking the rose bed several dozen honey bees arrived on the scene and entered one of the hives, attracted to it, I suppose, by the frames of beeswax. To be honest I am very fond of the smell of beehives and beeswax. It has something evocative about it. We always had dozens of sections of heather honey stored in the porch when I was a child. The hall was pervaded by the smell of beeswax—beeswax in the combs, beeswax on the furniture. It is a clean, wholesome scent, in my opinion.

Anyhow, I have cleared up the bees and as soon as the lorry comes there won't be a hive left out the place. We are holding on to the rabbits, feeling that they may be useful to look out rabbits in the wood. I used to smoke rabbits when I was a boy, and my son has a copy to try his hand at it. He can do it at home. About a week ago a man had a nasty accident when he went smoking rabbits on the edge of a quarry near us. It seems to be a popular method, perhaps because ferrets are hard to come by nowadays.

* * *

RABBITS have been causing me some frustration lately. They seemed to be haunting the corner of the cabbage patch which is wired to keep them out. One morning I swore I saw a rabbit inside the wire, although he wasn't there when I got down and I couldn't see where he made his exit. My bedroom window overlooks the kitchen garden and I have armed



Molly Jones

THE BACK ROW OF THE CHORUS

myself with the .22 to discourage the rabbits once and for all. I have even gone out and trimmed their gambolling ground to give myself a better chance, but since I took this step I haven't seen hair or hide of one. To keep rabbits down one must maintain a sharp lookout. I rise from bed, load the rifle—an automatic—and open the window. After ten or fifteen minutes, during which I see no sign of the enemy, I begin to think of unloading. Just one shot, perhaps to keep my eye in, I say, sighting on one of the wine bottles swaying on the rods. This morning I found the habit had to come to an end. I have broken my last red-painted bottle. Now I must put up some more or be more patient and let the rabbits come out in their own good time.

I expect we shall be much worse off so far as rabbits are concerned if this warm autumn continues. I fancy they will go on breeding all the longer. I have shot them with young in November, but that was before the plague. I have a feeling that they wouldn't need much encouragement to breed all the year long. For that matter, nor would the woodpigeon. I am trying to attract woodpigeons, scattering a little barley for them and putting out my old decoy made from the lining of an old tweed jacket. To-day I bought one of those foam rubber decoys that should be such a boon to travelling pigeon shooters because they weigh next to nothing and can be squashed into a bag without any damage being done to their shape. Great ingenuity lies behind the making of good decoys, but often, I am afraid, the artist lets himself run riot about the colours of a woodpigeon. A decoy should please the eye—the shooter's eye—even if the wild pigeon sees things in monochrome, as I believe it does.

* * *

A GEOLOGIST friend tells me that we live on carboniferous limestone and that the glacier passed a little below the cottage. He has no hesitation in saying so, pointing out a scarred boulder that rolled along with the ice and came to rest by the merest chance, I suppose, exactly where a gate was built. How geologists do this sort of thing fascinates me. I look at a boulder and fail to see the ice scars. To me they seem recent markings. I imagine someone making them with an axe, a plough or some other tool. Geologists are romantic fellows in some ways. Their picture and my own differ because I prefer to see the countryside peopled, to imagine the stag being hunted by primitive man with fierce dogs to assist him, to see the wolf running the hill and the smoke of fires rising from settlements. It doesn't thrill me to know

that the ice rolled past our boundary and churned a path to the sea. The cliff, I cannot deny, is of limestone and drinks the gentle rain from heaven as though it had an unquenchable thirst. We have no heavy ground, no boggy patches; but it puzzles me that with such excellent drainage we still have to watch for damp rising in the walls. We have no damp course and the house is built of stone, presumably stone hewn from the cliff and the quarry that is still being worked about half a mile away.

I look up at our rock mass and, no matter how I try, I cannot see it as a geologist sees it. I see the pine trees with their roots buried in cracks and crevices, the juniper and yews that clothe some of the ledges, the jackdaws that live in the holes. The grim world of the Ice Age is beyond my imagination, I am pleased to say. All I know about carboniferous limestone is that it supports a light soil that grows good potatoes, that carrots are hopeless here, that valerian loves the sort of soil we have, and wallflowers grow wild on the cliff, seeding year after year. Now that I have seen the high water mark of the glacier on the boulder by the white gate I wonder about fossils on the cliff. My geologist friend shakes his head when I ask about the chances of finding lead, copper or anything of value in our mountainside. Rocks read like a book to him. He doesn't see our pines, our jackdaw pests and the gorse nodding in the breeze up there, which makes me rather sorry for him.

* * *

STOVES, I have always felt sure, have the malevolence of certain inanimate things. They fume, they sulk, they smoke. They die when I want a bath, they boil the water in the middle of the night and they insist upon the dancing attendance that a love-sick fool gives a spoilt woman. I speak of no proprietary brand, but of stoves in general. We have just installed an excellent stove that does everything but switch off the television set and play "Abide with me." It hardly burns a bellyful of anthracite in a day. The scoop is rarely used. It has, however, a dislike of me, this new, black and cream boiler. It waits until I am bending down tying my shoelace or turning over in bed preparatory to going to sleep for the night and it explodes. It blows its top, bounces its lid, and makes the room rattle. I look at it anxiously. It doesn't smile. It doesn't growl. It looks as though it couldn't blow its top. It may sound whimsical, but if I die from heart failure as a result of the stove's blowing up on me, the way it has been doing, I shall sue the makers, litigating from wherever their malevolent device succeeds in sending me.

TOURING COUNTRY HOUSES IN THE 18th CENTURY

By ESTHER MOIR

"AFTER the purchase of a catalogue and the entrance of our names in the porter's book, we proceeded to the investigation of the house." The words might come from any 20th-century visitor who has stopped at the gates of one of the stately homes of England now open to the public. In fact they were written in 1780, when the fashion for touring country houses was at its height. For there were very few important houses in the 18th century whose owners did not welcome tourists, provided of course that they came from the upper classes, for such visits were still a pleasure to be enjoyed only by the aristocracy and gentry. The sightseeing of the country houses in the district was a regular feature of visits to spas, and the early guide-books provided lists of those most accessible in the neighbourhood. Kingsweston and Blaise, for example, as readers of Jane Austen will remember from *Northanger Abbey*, were the objects of one of the most popular trips from Bath.

"A ring at the bell," wrote the Rev. Stebbing Shaw in 1778 of Mount Edgecumbe, "procures a necessary attendant who shows and explains the whole of this terrestrial paradise." Most houses could be seen at any time, irrespective of the hour or day. "We arrived there about nine o'clock," said Edward Harley, second Earl of Oxford, of his visit to Wilton in 1738. "My Lord was not there, we were admitted to see the house and gardens; nobody is denied though my Lord be there." A few, however, were open only at certain times. At Chatsworth the Duke of Devonshire kept two public days a week, and Woburn could not be seen except on Mondays. As they rode through Derby in 1778 R. J. Sullivan and his companion were told: "If you have a mind to see Lord Scarsdale's you must go directly; it is now noon, and travellers have no admittance but from ten till two." Shaw congratulated himself on managing to see Wanstead. "We thought ourselves very fortunate to gain admittance, as Saturday is the only part of the week on which it is shown." At one or two places the traveller might find the door shut in his face, and he

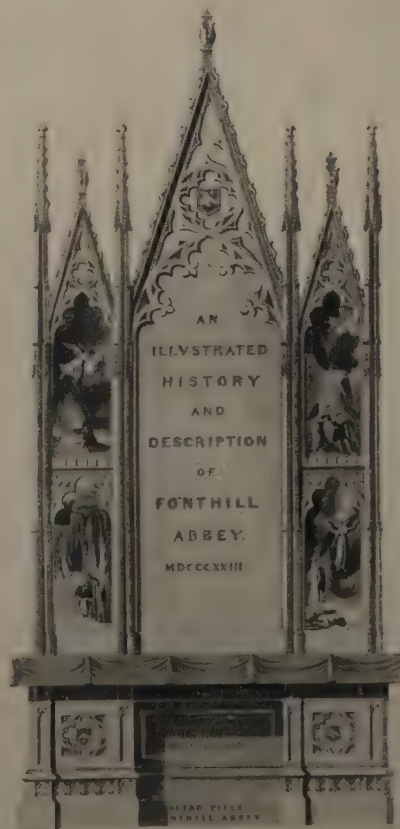


THE FRONTISPIECE AND TITLE-PAGE OF THE 18th-CENTURY GUIDE-BOOK TO HOUGHTON HALL, NORFOLK. Lord Harley commented on the house that "there is very great expense without either judgement or taste"

could then do nothing but call down curses upon the head of the unco-operative owner who practised such churlish tricks upon the unsuspecting tourist. The Hon. John Byng, later fifth Viscount Torrington, had set out to see Wroxton, the seat of Lord Guilford, in 1785, but "unluckily for us Lord Guilford was just arrived from London and denied us admittance. Very rude this, and unlike an old courtly earl! Let him either forbid his place entirely; open it always; or else fix a day of admission; but, for

shame, don't refuse travellers who may have come 20 miles out of their way for a sight of this place." Sullivan finding Lord Shrewsbury's seat at Heythrop temporarily closed for improvements, promised himself the pleasure of seeing it again when it should be completed. But even closing during rebuilding and alteration was by no means general, and one of the most popular of pastimes was that of visiting a house in course of erection over intervals of time, and passing judgment on the owner's taste and the architect's achievements as the building operations progressed.

In some houses it was possible for the tourist, having gained admission, to spend a leisurely two or three hours wandering at will throughout the house, catalogue in hand, unharassed by any attendants, and free to inspect everything from the chapel to the kitchens. Places like Wilton or Houghton which contained important collections of pictures or antiquities would almost certainly have printed catalogues available, a great asset as the Rev. Stebbing Shaw discovered, finding himself in need of some guidance in the gallery at Osterley among "all those enchanting subjects of contemplation which adorn such noble walls." But more often, unfortunately, the visitor would find himself in the hands of servants or a housekeeper and subject to all the usual hazards of illiterate or ill-informed guides. The general verdict upon servants was that they were "ignorant and insolent", and housekeepers frequently proved pretentious and full of unreliable information. Men like Horace Walpole or John Byng were not amused when "Cleopatra and Lucretia were called by the Servant who showed the house the two Mistresses of Charles 2nd" or "the Housekeeper pointing to a picture of the Duke of Buckingham call'd him the Villain Felton; finely confusing



AN EARLY-19th-CENTURY GUIDE-BOOK. The frontispiece and title page of Rutter's *Description of Fonthill Abbey*



BIRD'S-EYE VIEW OF CASTLE HOWARD IN YORKSHIRE, FROM *VITRUVIUS BRITANNICUS*. Horace Walpole found it "the grandest scene of real magnificence I ever saw"

"Murder'd with the Murderer." Equally, Lady Beauchamp Proctor found it extremely tasteful in the course of her Norfolk tour of 1711 to be taken over Blickling by "a very dirty housemaid with a duster in her hands," or at Lynnham, where the house was uninhabited, by "an old witch, and a great Dog that attended all over the House, and saluted every corner it was convenient for his purposes." At Chatsworth, on this same expedition, she suffered further indignity of finding that, as another party was then going over the house, she was obliged to wait for an hour with a crowd of other visitors until the housekeeper was ready. "Nothing could be more disagreeable than this situation, we all stared at one another, and not a feature open'd their mouths . . . some of the men amused themselves by trying to throw their hats upon the Heads of the Busts."

At his inn in the evening Byng could vent his feelings at such treatment in the pages of his diary. He stormed against "being drag'd out by a foolish housekeeper," or by servants "very drunken, dawdling appearance!" "None should suffer his place to be visited, but with intention to make those visitors happy," he declared firmly after a particularly unfortunate visit to Hagley in 1781, "and should tip his servants with attention and civility." The final insult of course was that these servants expected to be tipped handsomely. Conducted through Grimsthorpe by the Duke of Ancaster, whom he found a sufficiently tedious guide, Byng could at least congratulate himself, "of servants I saw none, so saved Tipping." The servants at Blenheim had a great reputation for being "very attentive in gleaning money from the travellers," while a visit to Chatsworth was generally reckoned to prove expensive because the numbers of porters and gardeners ready to demonstrate the waterworks by letting loose fountains and setting the fountains flowing.

Yet such irritants were as nothing compared with the pleasures of seeing houses, gardens and gardens; watching rebuilding and planning; speculating upon the cost of such improvement, and passing judgment upon it. And so the tourists descended like vultures upon their prey and set to work relentlessly to see everything, and to bestow their scorn or approval on the owners' taste. Many recorded their impressions in journals or diaries, some of which were published, though more remained in manuscript to circulate among chosen friends and neighbours. But here is an incomparably vivid picture of architecture, furnishing and

decorations and of the changing tastes and attitudes towards them, in the 18th century.

No tourist who began to think himself a connoisseur in these matters would miss seeing Wilton, Blenheim, Houghton, Woburn or Castle Howard, with Althorp, Hardwick, Easton Neston and Wimpole high on the list as firm second favourites, while none could pretend to speak on the subject of gardens until he had seen Chatsworth and Hawkestone, Stourhead and Piercefield. Of anything mediæval, or even Elizabethan or Jacobean, there was little to be said. Southam, which he dated to the time of Henry IV, Shaw found merely a "very obscure and undistinguished mansion." Berkeley Castle, if it could be admired at all, was admired for its antiquity but any beauty was denied it. R. J. Sullivan expressed the general verdict when he declared it "not in its first design either elegant or grand . . . it is now destitute of even the commonest pretension to magnificence."



AN ILLUSTRATION FROM HORACE WALPOLE'S GUIDE-BOOK TO HIS OWN HOUSE, STRAWBERRY HILL IN MIDDLESEX

Haddon appeared quite simply barbaric to Walpole. "It is said to be built in the reign of King John. It is low and can never have been a tolerable House, the gallery is the only good room. Within the Court in a corner is a strange confusion of half arches and beams, that imply the greatest ignorance in the art." There was equally little appreciation of any Jacobean work. "I can't think there's any beauty in it," an anonymous diarist said in 1741 of a house in Ipswich built in the early 17th century. "It shows a very frantick taste in the architect."

It is perhaps a little more surprising to find the unanimous contempt that greeted the works of Vanbrugh, Hawksmoor or any of their contemporaries. "Execrable within, without, & almost all round" was Walpole's view of Blenheim in 1760. The Duke of Buccleuch's house, Adderbury, was scarcely worth comment: "The Architect was Campbell, I believe or Gibbs. The taste as bad as Vanbrugh's." Even the later Wentworth Woodhouse could also be summarily dismissed, "nor is there any taste in the House, which was built by Flitcroft." Just occasionally, however, the sheer magnificence of Blenheim or Castle Howard would overcome the tourist, and, forgetting for the moment that any house of Van-

brugh's must be "a monument of the vilest taste," Shaw could only gaze at "the princely fabric with sublime veneration," and even Walpole found himself bound to confess that Castle Howard was "the grandest scene of real magnificence I ever saw . . ." His artistic judgment possibly influenced by political spleen, Harley had little good to say of Houghton, built for Sir Robert Walpole by Colen Campbell in 1722-6, with internal decorations by William Kent. "This house at Houghton has made a great deal of noise, but I think it is not deserving of it," he wrote in 1732. "I think it is neither magnificent or beautiful. There is very great expense without either judgement or taste . . . I dare say had the money which has been laid out here, nay and much less, been put into the hands of a man of taste and understanding, there would have been a much finer house, and better rooms, and greater." Warm approval was reserved for any building that



THE ENTRANCE FRONT OF HOUGHTON HALL. The engravings on this page are taken from W. Watts's *Seats of the Nobility and Gentry*, 1779

could answer the ideals of "beautifull & regular Architecture," and the highest praise was given to any work by Adam. Kedleston, with only two of the four wings completed when Walpole saw it in 1768, pleased him greatly. "Magnificently finished & furnished; all designed by Adam in the best taste." Lady Proctor visited Osterley, which Adam was re-modelling for Robert Child between 1761 and 1780, in 1772 when it was still unfinished. But several rooms had been decorated, and she admired "the rich profusion of rich China and Japan (work), that I could almost fancy myself in Pekin."

The rich collections of pictures, family portraits and Italian masters, formed for many tourists an attraction which equalled or excelled that of seeing the houses themselves. The more important collections were well-hung and catalogued, but in a surprisingly large number of houses the visitor was still quite likely to find valuable treasures in a state of decay and neglect. "The wasteful, idle nobility do not know what they possess," exclaimed Byng at Haddon. Thomas Pennant had been particularly anxious at Castle Ashby to see the portraits of John Talbot, first Earl of Shrewsbury, and his wife, and searched the house and finally unearthed them "from beneath a load of paltry pictures flung into one



WILTON HOUSE, WILTSHIRE. Always open to respectable 18th-century visitors

on the isle of Rhée, neat. St. Luke painting the Virgin, large Albano, very indifferent. Lady Southampton in blue, in the clouds, with a globe, whole length by Van Dyck; She was mad." Van Dyck was admired far above all other English painters, particularly for what Harley called his "transcendent picture" of the Pembroke family at Wilton, which was generally held to be one of his best. Rubens found little general approval. "Not a favourite master of mine," declared Byng after going over Blenheim, where his work abounded; "all his male figures are coarse, and his women wet nurses."

But works of the Italian masters were by no means the only trophies brought back from the Grand Tour. Most houses could show numbers of busts, urns, statues, bas-reliefs and antique bronzes, though Wilton possessed a collection which could not be rivalled. One great room alone contained, according to Harley, who saw it in 1738, 170 busts and 70 statues, as well as "inscriptions, bas-reliefs, urns, sarcophaguses, pillars of granite, fine tables, two whole columns of granite . . .". These were all fully listed in a catalogue which by the end of the century had become a volume.

In a subsequent issue the author will describe the re-action of the 18th-century tourist to the English landscape garden.



RAYNHAM HALL, NORFOLK. Lady Beauchamp Proctor was taken round it in 1771 by "an old witch and a great Dog . . . that saluted every corner that was convenient for his purposes"

GOOD PROSPECTS FOR FOX-HUNTING

By FRANCES PITT

HERE we are with that all important fixture, the Opening Meet, once more looming near ahead. Already there is a hell of moth balls in the house as coats and peaches are dragged from their summer lairs drawer and chest and hung up to air. There is a time when every one, from the Hunt wants upwards and downwards, had a completely new outfit for the Opening Meet, but at time has long passed into ancient history. Now we expect many years of service from our hunting boots and the rest of our wardrobe.

Anyhow, the moment for overhauling our kit is upon us, though it does not seem long since last season came to a close and since, looking down the week's list of fixtures, we found hunter hunt adding the dread words, "To finish the season," to its announcements. There followed a wonderful blazing summer, a period of sunshine and blue skies, more splendid than any one can remember, such a summer as even Mr. Jorrocks could not describe as one of discontent.

This glorious summer resulted in an early corn harvest, most of the grain being "combed" in exceptionally good time. There was little or no standing grain to hinder cub-hunting and most packs got going in August, despite ground harder and drier than in a severe mid-winter frost. Coverts were thick and scent often lay, though now and again in the dewy dawn hounds ran really well.

With all the advances of knowledge in this scientific age there are still problems to be solved, still remarkable gaps in our understanding of the phenomena around us, including that we term "scent." The more you observe and study it the less you will dare to claim that you know anything about it, or venture to attempt to say when there will be, or will not be, scent. For my part, after a lifetime spent in the hunting field, during which "scent" was the ever present problem, all I can say is that dry times are usually poor scenting ones and wet periods good ones.

The only time when I would bet on there being a good scent, a really screaming one, is on a winter afternoon with a frost coming on, when hounds can generally race in pursuit of their fox. I well remember such an afternoon with the Wheatland pack, of which I was the master. We had done little all day, for there had been practically no scent, and it was getting late. It was really time to go home, but I decided to draw one more covert before doing so. The sky had cleared, there was a nip in the air and the sun was sinking low in the west. It was about half-past three when we put hounds into Tasley Covert, and in a minute there was a crash of hound voices, followed by a gallop on the far side of the wood. I galloped to a spot whence I could see down the valley, over the turf of which hung a low mist—or, perhaps it would be more accurate to say, from the turf of which a thin mist was rising. The sight of the setting sun caused this vapour to shine like silver. It looked like a thin silver veil lying on the grass.

Hounds poured from the wood, and with their heads up, racing on what was literally a reast-high scent. They were going so fast that they could not give tongue and ran practically mute. The scent was apparently carried by the low mist and was not on the ground. The remarkable lighting from the sinking sun made his vapour look a silvery sea: indeed, it appeared as if the members of the pack were splashing through shallow water.

There was nothing to hinder us followers, but hounds ran clear away from us. We could not live with the flying pack and in a few minutes the hounds were lost to sight and sound. It was an hour later, when dark had fallen, that we found them, all with that satisfied expression that denotes a job accomplished. They must have accounted for their fox somewhere in an adjoining thick dingle. Anyhow we got them together and jogged off home along lanes, on the puddles of which the crystals were already beginning to shoot.

But this question of scent has led us from our topic, which is the prospects for fox-hunting in this coming season of 1959-60. We can say straight away that they seem pretty good, at any rate within the limitations of these times and of modern conditions. First of all there are lots of foxes about, and this, despite the fact that preservation of foxes is as dead as the dodo. No one to-day is likely to be frowned upon for shooting a fox, and fox shoots are not uncommon in some parts of the country. Yet the irrepressible fox is numerous in most districts, even in the suburbs of our great towns, where he has developed skill at backdoor scavenging. For example, there is that vast industrial area that lies around Birmingham. In the heart of the area, with great chimneys on all sides, is an excellent zoological garden with a fine collection of birds and beasts, but the pheasants and waterfowl are frequently raided by foxes, none of the smaller ones being safe

difficulty—it becomes a question of getting to hounds rather than riding to them, anyhow in the old meaning of the latter phrase. And foxes do not run so straight as of old. How can they with every road a roaring stream of motor traffic? Hence, despite anticipations of good sport in the coming season, we must remember that it will be within the limits imposed by modern conditions.

The grand work done by the Pony Club is now showing itself in the hunting field, where the many young folk display a standard of horsemanship that puts their elders to shame, though it does seem to me that the rising generation, with notable exceptions, hunts to ride rather than rides to hunt.

Do people as a whole take more, or less, interest in the hounds and hound work than they did in days gone by? Or is their enthusiasm entirely concentrated on the riding? As already hinted, there are many with whom hounds are



LAST YEAR'S OPENING MEET OF THE NORTH WARWICKSHIRE AT STONELEIGH ABBEY. "November should find every pack hard at work, with good sport within the limitation of the present day"

unless behind wire-netting. Desperate attempts have been made to cope with the menace, but it continues.

I do not think that our fox population, whether in conventional or unconventional situations, is growing any smaller; quite the reverse, and it seems certain that most hunts will be kept very busy during the coming season. Given plenty of rain to soften the ground that was baked iron hard by the long summer, given also a little frost to bring the leaves off bushes and hedges, then November should find every pack hard at work, with good sport for their followers within the limitation of the present day.

Fox-hunting to-day is a different thing from what it was at the beginning of the century, and the art of riding to hounds as it was understood by our forefathers is practically a lost one. In how many districts to-day is it possible for any man, however brave, to take his own line, jumping every fence as it comes?

Nowadays, what with barbed wire as the principal means of keeping stock at home, and "made jumps" in the wired fences—which are certainly the best solution of the barbed wire

secondary to horses, but the ever increasing array of foot followers and car followers, often outnumbering the mounted brigade, bears witness to the keen and intelligent interest taken by them in the work of hounds and the science of hunting the fox.

Looking ahead it seems that the season 1959-60 is likely to see this interest increasing and spreading. We may anticipate more and more cars following by road, cars full of joyous if sometimes over enthusiastic folk, liable to forge too far ahead and hamper things, but, nevertheless, valuable supporters of the Hunt, whose presence enhances the importance of fox-hunting in the life of the countryside.

Is there any scene more essentially English than an Opening Meet at some time-honoured spot, probably in the High Street of the local town, or a Boxing Day meet on the village green, when every soul in the district and many from afar, mounted and unmounted, cluster in a dense crowd round the pack, before following hounds through mud and slush to the nearest wood, thus to strain their eyes to catch a glimpse of the hero of the occasion, the gentleman in red.

TALKING ABOUT SALE-ROOMS

MORRIS, BURNE-JONES AND HOGARTH

By FRANK DAVIS

THERE was so much fuss about the Westminster paintings during the summer that no one had time or space or indeed breath left to notice the various other odds and ends sold later on at Sotheby's from that immense estate. A large Savonnerie carpet, all coral pink and white and blue, which was probably made at the time of the first rebuilding of Eaton Hall in 1804, and was not paid the compliment of an illustration in the catalogue, was sold for the very considerable figure of £3,400. The next lot to be offered was a brightly coloured carpet from Aubusson, green, yellow, blue and black on a claret field (enormous, 39 ft. by 29 ft.), which went for a mere £440.

Then came a few velvets and eight tapestries, among them the William Morris tapestry of Fig. 1, which was one of a set designed by Sir Edward Burne-Jones and woven for W. K. d'Arcy, of Stanmore Hall. The set was completed in 1894 and from that day to this has been considered the finest achievement of the Merton Abbey works. W. G. Thomson, in his *History of Tapestry*, described it as the best that had been made since the first years of the 16th century. The subject of the whole set was *The Quest of the Holy Grail*, and I don't suppose anyone is prepared to argue with the experts over its technical excellence as tapestry. It is perhaps worth pointing out that since Thomson wrote, half a century ago, many magnificent tapestries have been made both here and abroad. What is clearly difficult for us to appreciate to-day is Sir Edward, the genteel and gentle darling of his generation, but not assuredly of ours. To us his elegant sexless figures are anæmic, his angels bleat instead of singing and we miss the marvellous linear rhythms, the ethereal spring-like vigour of the painter upon whom he appears to depend, Botticelli. The colours are most attractive; the riot of flowers recedes in deepening shades of blue into the background of the mysterious leafless forest, the angels' wings are



1.—A WILLIAM MORRIS TAPESTRY DESIGNED BY BURNE-JONES. Part of a tapestry depicting *The Quest of the Holy Grail*, one of a set completed in 1894. Height 7 ft. 3 ins. Bought in at £130

a deep red, their robes gold and pink, and the three knights—Sir Bors, Sir Percival and, kneeling at the door of the chapel, Sir Galahad—are in red and terracotta tunics. Perhaps it is the subject, perhaps the deliberate archaisms, perhaps the lack of all movement—there's no breath of air; whatever the reason, to-day's fashion will have none of this sort of thing, and the tapestry was bought in at £130. The odds are that another generation will value it highly.

The conventional—and far more lively—Brussels tapestries of the 17th century were very much more to the taste of the market, particularly two of them. One of a boar hunt, with delightful details—a rabbit among flowering branches, a bustard being stalked by a wild cat, and so forth—made £640. The other, a Royal Armorial tapestry centred by the arms of William and Mary, shows the crown supported by Caesar and Hercules, and the monogram W M above; add a riot of trophies, emblems, helmets, flags, garlands and so on and you have a confection exactly attuned to the flamboyant taste of its day and worth the £620 paid for it.

But if one is not too choosy it is surprising what nice decorative pieces can be found for less than £100—not in perfect condition, the borders being made up from odd bits and so on—but considering the enormous price paid for paintings of quite moderate quality, well worth attention to cover a difficult wall space. There was one in this sale by no means unattractive; it was about 9 ft. square, a Brussels tapestry of *Hannibal Crossing the Alps*, showing an elephant, the Alps and the great commander in a blue tunic, but cheap because obviously cut down and with a border sewn together from earlier fragments. But then, what has one the right to expect for £30?

Bow porcelain is not everyone's delight, partly, perhaps, because fine examples are so hard to come by, partly too, because, like so much else from the English factories, it rarely displays any great originality, more often copying other people instead of thinking out characteristic designs of its own. The current special exhibition at the British Museum is beautifully designed to show just how the factory began and developed from its foundation in the 1740s by Thomas Frye—the first Englishman to manufacture porcelain—to its closure in 1776, and the exhibition will remain fixed in the memory of all who see it. The special charm of Bow, particularly of the figures, would seem to be their naïveté—as if the modellers and painters were by no means sure of themselves; you have the impression that they are full of excitement but are not quite certain of their direction. The results can be most attractive; somehow—or at any rate sometimes—more endearing than the highly competent and sophisticated work of the German factories. Having just seen the British Museum exhibition I have been casting my mind back to the most recent sale of Bow porcelain; these three figures from a Sotheby sale seem to be the answer (Fig. 2). The centre figure is of Eliza Doolittle of the 1750s or '60s; a basket of flowers hangs from her right arm. Her hat is blue, her coat puce with a gilt edge, her flowered skirt blue lined, the underskirt yellow. The price was £110. The two little fish sellers are Bow copies of Meissen originals. The boy is wearing a white flowered coat, pale yellow trousers and black shoes; the girl, with three fish in her apron, wears a flowered



2.—THREE FIGURES IN BOW PORCELAIN. A boy and girl selling fish and (middle) a flower girl. The fish sellers, height 6 ins., £220 the pair. The flower girl, height 5½ ins., £110



3.—SILVER PORTRAIT STATUETTE BY F. KANDLER, 1777. Height 11 $\frac{3}{4}$ ins. £850

kirt with yellow bodice and puce cuffs. The two, sold together of course, realised £220. Another Bow figure in the same sale, a woman in Turkish dress raising her head-dress with one hand, sold for £90.

The first silver sale at Christie's this season was concerned with Lord Ducie's silver—altogether 88 lots, which realised £18,300. It would be tempting to illustrate a dozen pieces from this interesting collection; at the moment three must suffice. I think the little silver statuette (Fig. 3) must be unique—not that silver has never been used for a figure, whether

of saint or sinner, but I doubt whether anyone can point to a portrait of a milkmaid carrying a milk-tub on her head. This must be a portrait of a well-loved servant and not just some anonymous personage, for the base is inscribed *Nanny*. The date is 1777, the maker F. Kandler. As no one could remember having seen anything like it before, guesses as to its possible value were very guarded indeed; it was sold speedily for £850.

The little octagonal spice box (Fig. 4) went for the same large sum—at least I thought it was a very high price, for the thing is not five inches in width, until I read that the date was 1721 and the maker the then young Paul de Lamerie, still to make his reputation as the most considerable silversmith of the 1730s and '40s. It is a very rare shape, with two centrally hinged lids, each with the Howard crest and a border of amorini supporting baskets of flowers.

As the last item in the sale there was a very grand ostrich egg cup, well known to specialists for a good many years—a fine Elizabethan silver-gilt cup and cover of the year 1584—which was sold for £4,400; and six dozen dinner plates of the year 1770 went to various eager buyers for a total of £2,530, about £35 per plate. That sounds an enormous price, but you have the satisfaction of knowing that they never break and will never wear out; and if you really had time on your side, and the necessary patience to wait for the more exquisite and rare porcelain to become available, and could then bear to use it for a dinner party, you could very easily pay more than £35.

I would defy anyone but a very expert expert to point to the year or the place of origin of the Scandinavian-looking tankard shown in Fig. 5, though the mark would provide the key. The maker's mark, T I with a coronet above, is unrecorded, but the other marks are those for Dublin, 1738. But the design is clearly derived from Norwegian tankards of the period, with the three lion-and-ball feet and the thumb-piece of the same design.

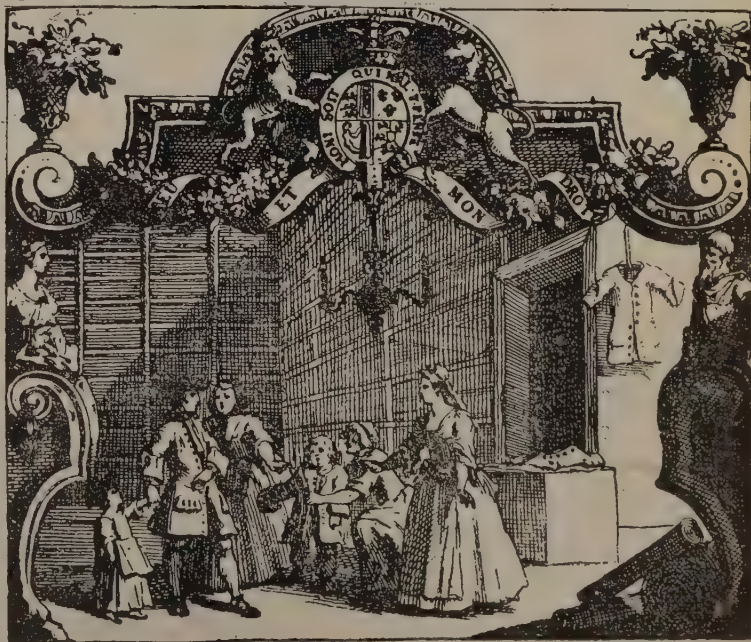


4.—OCTAGONAL SPICE BOX MADE BY PAUL DE LAMERIE, 1721. Width 4 $\frac{3}{4}$ ins. £850

Perhaps, too, the scrolling foliage, with its grotesque half-figures blowing horns, has an exact parallel across the North Sea, though to me it would appear to be derived more specifically from some French design much earlier in the century. There is a beautifully balanced double-scroll handle, and the terminal shield at its base is engraved with a coronet and cypher; a truly handsome Irish tankard, which made £320.

Finally, Fig. 6 might be of interest: it shows the trade card which Hogarth made for his sisters Mary and Ann: "Ready made frocks, etc. —" It was one small item in a very large collection of the artist's engraved work that came up at Sotheby's and realised £1,300.

The collection included trade cards, theatre tickets and similar small designs, as well as the more famous and ambitious plates, *The Harlot's Progress*, *The Rake's Progress*, etc.; altogether there were some hundreds of prints gathered together into three large folio volumes.



Mary & Ann Hogarth

from the old Frocks shop the corner of the Long Walk, facing the Cloysters, Removed to y^e Kings-Arms joining to y^e Little Britain-gate, near Long Walk. Sells y^e best & most Fashionable Ready Made Frocks, suites of Fustian, Ticken & Holland, strip Dimmity & Flanel, Waistcoats, blue & canvas Frocks, & bluecoat Boys Drea Likewise Fustians, Tickers, Hollands, white strip Dimmity, white & strip Flanel in y^e piece; by Wholesale or Retail, at Reasonable Rates,

5.—SILVER TANKARD IN THE NORWEGIAN STYLE. In spite of its Norwegian appearance it was made in Dublin in 1738. Height 8 $\frac{3}{4}$ ins. £320. (Right) 6.—TRADE CARD DESIGNED BY HOGARTH FOR HIS SISTERS. From a collection of several hundred of Hogarth's prints which sold for £1,300



NEW TECHNIQUES IN BEEF HUSBANDRY

Written and Illustrated by JOHN L. JONES



BEEF CALVES ON THE HILLS. Hill cattle are encouraged by subsidy, but, says the author, the numbers of calves from the dairy herds must expand to meet the demand for beef

THE encouragement to increase home beef continues with official exhortations from the Government. The hill cow subsidy has recently gone up, and so has the subsidy on beef calves. The encouragement to hill beef cattle is logical, for the essential to any expansion in the quantity of British beef is a continuous and plentiful supply of calves. But while the hill and marginal land can contribute some increase

of calves, their total contribution to the national need is relatively small. The real expansion must still come from the national dairy herd, of which nearly two million animals of all ages and sizes are already finding their way to the British table.

This continued demand for price-supported home beef—a result of world shortage, of consumer preference for the fresh product, of

increased purchasing power that inevitably increases the demand for red meat—has for the first time brought the idea of intensive production techniques into beef husbandry. Already the concept that beef can be intensively produced in “batteries” has been mooted at the Harper Adams College of Agriculture, the idea being that cattle would be intensively fattened in batches at troughs automatically fed from batteries of vertical silos on the American pattern and controlled by time switches. Such a large-scale intensive system might well be a possibility for the large arable farms with ample home-grown cereals and capital to invest, though it is at least arguable whether this type of production can ever compete effectively with beef from grass.

The future of beef expansion would seem to be closely tied up with the problem of cheapening and making easier the methods of rearing calves. Likely future trends lie in getting calves out to grass at a very early age, in the use of the early weaning technique and in multiple suckling at free range. In Britain the concept that calves can be brought up from a very early age at pasture is a recent one and still very much in the incubation stage. Normally the autumn-born calf is reared indoors through to the following spring, initially on milk or milk substitute and subsequently on hay and concentrates. It is usually from seven to nine months before it is turned out to grass. The spring-born calves on many holdings may not go out to grass in their year of birth and are thus at the yearling stage before they get their first bite of grass.

For these methods there are a



YOUNG CALVES TURNED OUT TO GRASS IN EARLY MARCH. Though spring-born calves are often not turned out to grass in their year of birth, they will in fact thrive outside from three weeks old



EARLY WEANED CALVES TURNED OUT TO GRASS WITH MULTIPLE SUCKLING BEEF DAMS

number of reasons. Basic thinking on calf rearing has always assumed that calves must have their nutrients in liquid form in the early stages. There is the fear of the effects of cold weather on the baby calves, with the consequent danger of pneumonia. Also farmers have been haunted by the danger of parasitic bronchitis due to lung worms ingested from pasture—the so-called husk or hoose—by calves at the vulnerable age. More generally, the conviction that even if they are out at grass they still have to be fed with milk or milk substitute makes it more convenient to concentrate the whole business of calf rearing indoors.

In this we are at the opposite pole to the New Zealanders, where the calves for both beef and dairy replacements are reared out of doors at pasture. I talked recently to a farmer who had returned from a tour "down under." He underlined the favourable factors that have largely led to this: the warmer climate, the relatively small differences between day and night temperatures, the availability of larger quantities of skimmed milk which the calves drink, often up to twenty weeks of age, and the fact that the pastures are mostly laid out in paddock form, which greatly facilitates calf management, enabling them to be grazed ahead of the cows as a measure to control parasitic infestation.

From the economic standpoint, the incentive in New Zealand has been the need to cheapen the costs at all stages, so that dairy products sent 12,000 miles to Britain can still compete with the British farm product. The diminished profitability of farming is acting in much the same way in Britain, for fundamentally it is always economics that provide the main impetus for new techniques. Grass rearing has been done successfully at a number of research centres, notably the National Institute for Research in Dairying and the Rowett Research Institute. But there is also a number of farms practising grass rearing of spring-born calves; results have in general been encouraging and the calves do extremely well.

There has been recently an entirely new approach to the problem of rearing young animals, and most of the old *mystique* of suckling has been exploded by the success of the new rearing techniques. Typical is the early weaning of piglets, and it is probably only a question of time before lambs from ewes artificially stimulated for prolificacy may be reared in the same way. The same approach is embodied in the new calf-rearing techniques. The calves receive a minimal amount of milk up to about three weeks of age, are then brought

abruptly on to dry food and after another week are turned out to grass where one feed of supplementary concentrated food continues for a period.

Experience both at the research centres and on the farms is that this method can produce not merely cheaper calves but better and heavier ones than can the conventional method of weaning. The calves begin to nibble at the grass immediately and are soon determined little grazers. Apart from the saving in food cost and labour, there is also the release of the indoor calf accommodation which is either left empty or used for other purposes, a fact which provides a means of breaking the cycle of disease and possible bacterial build-ups. Given a crude shelter into which to run in bad weather, such calves can be outwintered, they grow shaggy coats as a protection against the weather and do not suffer from the purging effects of spring protein as yearling cattle.

Producing calves destined for meat does, of course, demand a faster rate of growth than for dairy animal replacements. With the latter a

store or lean period is recommended by the experts as being likely to contribute to a higher level of heifer fertility and production, but, with the modern demand for young beef, the aim is to make the animals grow and fatten as rapidly and as young as possible. This emphasis on younger beef coupled with a rising demand means that many more animals have to be produced to provide the same tonnage as during the period when heavier animals were favoured. This again means more calves. Because of this it has been found important to give young calves good grass, and on seeds such as fresh virgin Italian ryegrass in the spring they go ahead fast, until from three to six months of age they are putting on as much as two pounds live-weight gain a day, which is as good as with single suckling.

It is estimated that roughly just over a quarter of Britain's calves are born in the spring of the year and, except in the very wet districts, rearing at grass would seem to offer distinct possibilities of cheapening production. The evidence is that the fear of parasitic bronchitis from husk worm infestation is in many instances more a bogey than a significant menace, and in any case new drugs are now coming on to the market for both treatment and prophylaxis. The belief is growing also that calves when put out at a very young age seem to acquire immunity to the effects of stomach parasites, and in the controlled experiments there were examples of calves with very high worm counts being predominant in thrift and growth.

The growth in interest in the paddock system of grass management, in which the fields are divided into a number of small grazing units with semi-permanent fences, will undoubtedly stimulate grass rearing in the areas where climatic conditions are favourable. Calves graze selectively and the electric fence system is not suitable in the early stages. This fits in with modern trends in which the electric fence, while still of course widely used, is no longer thought of as the indispensable tool in the economic utilisation of grass land.



SUPPLEMENTARY FEEDING FOR CALVES REARED AT GRASS

GERMAN ART: THE ERA OF REVOLT

By DENYS SUTTON

IN the past decade considerable attention has been devoted to the status of the modern movement in Germany and Austria during the period 1905 to 1925, when a reaction took place all over Europe against the accepted canons of taste. These years witnessed in Central Europe, as elsewhere, the emergence of a number of artists of varying talents who, either singly or in groups, were anxious to make an effective break with tradition, even if, in some cases, they retained their links with the past.

The aim of the exhibition at the Marlborough Fine Art Gallery, which is mainly drawn from collections in Germany and this country, and which is accompanied by an excellent catalogue, containing an illuminating preface by Professor Will Grohmann, the doyen of German historians of modern art, is to provide a synopsis of events at this stage. Its appeal lies in the judicious selection and in the presence of a number of unfamiliar items, some of which are of exceptional importance.

Any reassessment of this particular phase in German art is fascinating just because for a number of years it was virtually hidden from sight. In looking at the present survey the relevance and strength of the movement are apparent, but so are its weaknesses. In this connection, one has perhaps to make some effort in order to distinguish between those pictures that are interesting in their own right and those that fascinate owing to their historical character.

The history of modern art, in fact, has now become such a familiar and well publicised subject that one can easily fall into the trap—for that it surely is—of considering works of art as if they were no more than slides in a lecture. This does not mean, of course, that one ought to judge them only by their reference to an absolute standard; that would be going too far.

With the German school at this date, as with any other, it is essential to seek out the aims of the artists concerned and to discover, if that is in any way possible, their true intentions. In other words, it is as foolish to attempt to interpret and to evaluate such works in terms,



HORSE WITH TWO FOALS, BY FRANZ MARC. From the exhibition *Art in Revolt in Germany, 1905-25* being held at the Marlborough Fine Art Gallery, 17, Old Bond Street, London, W.1., from to-day until the end of November, in aid of the World Refugee Year.

say, of 19th-century academic standards—probity of line, conventionality of subject-matter—as it is to judge the Bolognese masters of the 17th century according to the criteria applied to the Florentine *quattrocento*.

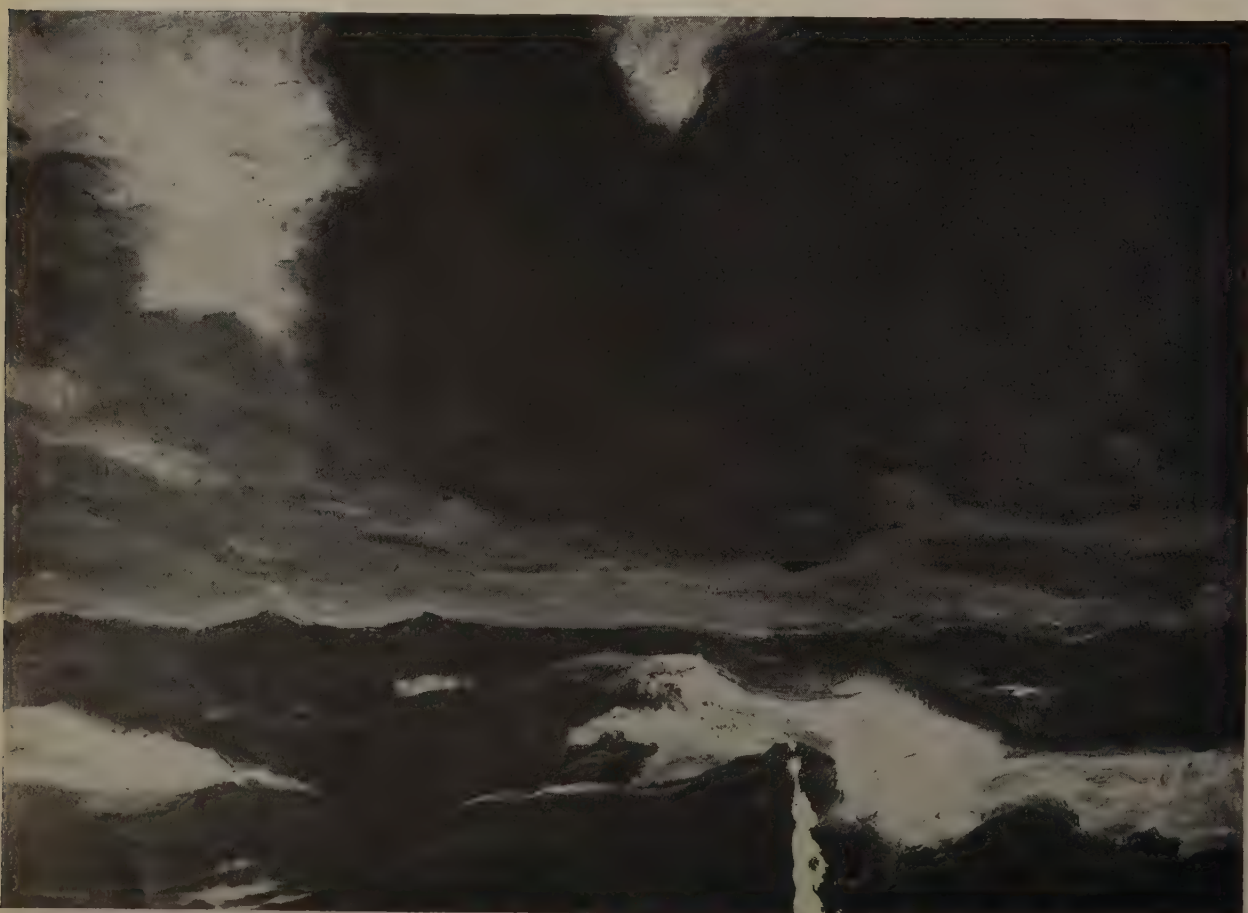
Respect for artistic individuality and a

recognition of the diversity of expression possible in one generation have been among the achievements of the modern period. The successive attacks upon a standard of normality, a series of conventions, in fact, subscribed to by one set of men alone—have produced one chief

advantage; that we are never quite so sure about our aesthetic pronouncements as we were in the past; consequently we are prepared to accept, even if we do not always admire, those experiments which hitherto have provoked wrongly and unwisely derision.

As far as concerns the German artists at this era it is useless to argue that they ought not to have painted the way they did. Why they did so, why they deliberately adopted the coarse handling of colour and often favoured a tormented subject-matter, is much more intriguing. Their efforts to break through were, on the whole, successful; nevertheless one is conscious of their limitations; their failures are as evident as their triumphs.

The painters gathered together at the Marlborough Gallery clearly pursued different and distinctive aims. One is forced to realise, in fact, the strong temperamental divergencies existing at this period—the impact of powerful personalities and of all-embracing theories, such as those associated with Kandinsky, counted for much. The



THE SEA, BY EMIL NOLDE. "Nolde gave his sea the scud of the North Sea, ice cold and savage"



SELF-PORTRAIT, BY OSKAR KOKOSCHKA, 1923. (Right) ERNA, BY E. L. KIRCHNER, 1912

who adhered to the *Brücke* group (the bridge) which was founded at Dresden in 1905, and those who formed the *Blauer Reiter* (The Blue Rider) at Munich in 1911 were strikingly different from the other.

All the same, certain themes, especially nature, were treated by both. A response to nature was hardly surprising with a painter like Emil Nolde; he hailed from North Germany and loved the sea. If many of his pictures dealt with biblical themes, which he treated in a radical and expressionistic way, making great play with masks, his most personal vision was vented in precious water-colours and intense canvases of marine subjects. His sea, however, was rarely seen in terms of smooth grey waters with a blue sky, as is so often the case with a Boudin. On the contrary, he gave the sea the scud of the North Sea, cold and savage; and Conrad would have appreciated his evocation of its mysteries.

Nolde had been a great traveller and, like many of his colleagues, he was attracted by the Far East. Kirchner, a more elegant painter than Nolde, was likewise interested in exotic cultures and showed himself to be keenly concerned with suggesting a pagan spirit, not unrelated to that of Gauguin and Maillol. This taste transpires in his *Bathers* (1912) and the *Nudes*, which owes something to Matisse. He was at his most pertinent, however, in such sharp comments on his contemporaries as the *Erna* of 1912 with its neurotic undertones, or the *Red Dancers*. This picture typifies the expressionistic attitude, especially if his handling of the theme is compared with that practised by a Degas or a Spencer Gore. The Frenchman was concerned with the analysis of form, the other with the capture of a gentle mood, as in his scenes at the Ambra theatre; but for Kirchner what counted was a statement that conveyed the mood of the dance itself, garish and rhythmical.

His urban preoccupations were shared by many of his contemporaries. Mueller, one of the most charming of the generation, constantly suggested the delights of romantic love: Beckmann, whose *Self-portrait* of 1913 has a specific German harshness, gives the flavour of a pulsating city, while Feininger used his knowledge of Cubism in such delicate canvases as the *Bicyclists* of 1912 or the *Drain Pipe* of 1913. Nevertheless, Cubism as such did not greatly influence the German school. This was not the case in Russia, for instance, and the notable exhibition devoted to Malevich at the Whitechapel Art Gallery indicates that this style was effectively followed in Moscow and paved the way for Constructivism.

Cubism, however, did intrigue the gifted Rhenish painter Marc, who fell in the first World War, as did his friend Macke. Marc was primarily concerned with the world of animals and plants, and his sensitive feeling for the inner life of animals comes over in *Horse with Two Foals* (1912) or in the tiny water-colour *The Fox* (1912).

In such pictures his questing spirit, which led him to discover new ways of treating his subject, did not detract from the essentially poetical content of his imagination. Macke, too, was possessed of a similar lyrical approach, one which led him to turn to abstraction on the eve of the 1914-18 war.

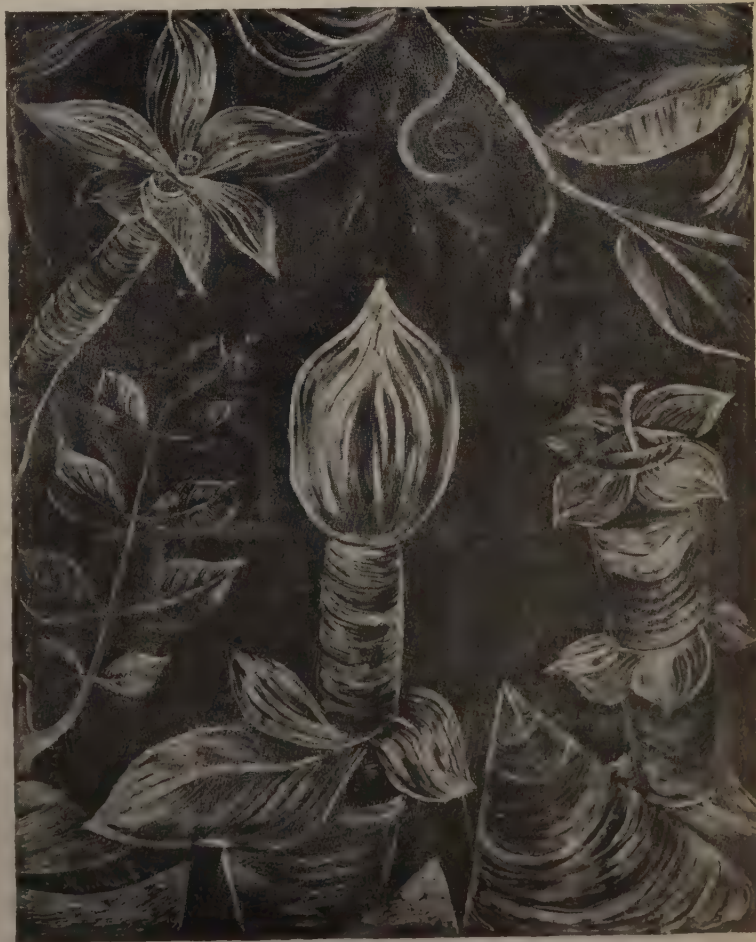
On the whole, however, colour rather than formal discovery fascinated the Central European painters. These artists used colour to reveal their inner impulses and problems. They were drawn to the Fauves and to such Russian painters as Chagall, whose work was shown at the *Sturm* Gallery in Berlin, and Kandinsky. The latter was a leading spirit in the creation of the *Blauer Reiter* group at Munich. Just how far and how rapidly Kandinsky developed is stressed in the exhibition; it is revealed by a comparison of his *Blue Rider* with the colourful *Paradise* of 1909; in this work the free improvisation of colour, evocative and radiant, is employed so as to conjure up an atmosphere of light-hearted invocation.

German art contained at this date, as it has done in the past, two sides. It could prove sternly realistic and sardonic in the hands of men like Otto Dix and George Grosz.

But also, and this is its most endearing quality, it could suggest a world of fantasy and hallucination. Klee, for instance, in his imaginative water-colours and oil paintings—tiny fragments of a poetic universe all his own—provided an insight into mood, one person's mood, that does not fade; and his masterly *Tulips* stems from a tradition of linearism going back to Dürer.

The contribution of the pre-war generation in Germany was endowed with extreme diversity and force. This is nowhere better seen than in Kokoschka's art. His *Summer* of 1916 (which represents Anna Mahler, whose autobiography has just appeared in English) is touched in with the brio of a Tintoretto. His *Self-Portrait* of 1923, too, is tinged with that air of brooding uneasiness and of interest in the complexities of life so characteristic of the period. Is this surprising? The age which produced this group of artists was one of considerable turmoil: it witnessed the war, the inflation, and the corrosion of the bourgeois and patrician values enshrined in the great moments of German 19th-century culture.

It was hardly surprising that Dadaism should have found its fervent exponents in Germany at this era. The art of revolt, in fact, is a just title for the movement as a whole; what, of course, does not transpire on this occasion, except by implication, is the losses that were entailed by the revolution itself. That this change in spirit was, perhaps, necessary, and even inevitable, is quite another matter.



TULIPS, BY PAUL KLEE, 1919

SALISBURY HALL, HERTFORDSHIRE—I

THE HOME OF MR. AND MRS. W. J. GOLDSMITH

By MARK GIROUARD

Salisbury Hall, near Shenley in Hertfordshire, owes its name to the Earls of Salisbury to whom it belonged in the later Middle Ages. The moat by which it is surrounded is a relic of mediæval days, but the house owes its present appearance largely to Sir Jeremiah Snow, the rich London goldsmith who bought it in 1669.

DRIVING across the English countryside one not infrequently sees, rising without warning, a field or two from the road, an old house which, although it is lonely now and somewhat decayed, still has a certain air of consequence about it. It passes from view as quickly as it appeared, yet the memory of it stays strangely in the mind and one wonders what family built it, and whether it had days of greater glory than its present isolation, without park or lodges or avenues, would suggest. Such buildings are not, like the usual country house, cushioned from the outside world by all the traditional rich outworks of a gentleman's estate: they are the lost or forgotten houses abandoned, when they moved to a more palatial home, by the family that built them, or the last surviving fragments of the seat of some great family long extinct.

Perhaps "grange" is the best word to describe these houses, and of all granges, as Tennyson knew, a moated grange is the most romantic. Salisbury Hall, near Shenley in Hertfordshire, has a moat and an ancient history; it has been a residence of at least two great families; and, although now half or more demolished, with no pretensions to grandeur, it still has an air about it, and creates its own island of tranquillity only a few hundred yards from the crowded dual-carriageway of the London-St. Albans road. It has no park or formal setting, and has not had one for a hundred years or more; but two lines of farm buildings with a broad meadow between them form a kind of broad rural forecourt (Fig. 2), and the footpath (probably once the main approach) that runs through the meadow points, like an avenue to its obelisk, straight from the porch and gate-piers of the house to the distant tower of St. Peters in St. Albans.

The history of the manor of Salisbury Hall, as traced by the *Victoria County History of Hertfordshire*, starts immediately before the Conquest. It is recorded in Domesday as having been the property of Asgar known as the

"Staller": the staller was one of the most important officers of the Anglo-Saxon court, equivalent to the Norman Constable. His great estates were given after the Conquest to one of the Conqueror's friends, Geoffrey de Mandeville. The Mandeville family, as overlords, granted their Shenley property to the de Somerys, and in 1351, after a further succession of owners, it was acquired by a certain Andrew Aubrey, "citizen of London." His son and heir John seems to have settled it on his wife, for after his death, when she married first Alan Buxhall and then John Montagu, she took the property to her husbands and ultimately to her descendants by Montagu.

John Montagu (or Montacute) succeeded his uncle as Earl of Salisbury in 1397, and it was because of his ownership and that of subsequent earls that the manor acquired the name of

Salisbury's, and by the 16th century Salisbury Park, or Salisbury Hall, which became an alternative to, and gradually superseded, its other names of Shenley Hall or Manor. Montagu was one of the most powerful patrons of the Lollards, and it is in connection with his religious beliefs that Salisbury Hall makes its first, so to speak, personal appearance. According to the *Historia Anglicana* written by the 15th-century monk and historian Thomas Walsingham Montagu "fell into such a state of madness that he had all the statues, which John Aubrey, Sir Alan Buxille or their predecessors had set up in the chapel of their manor of Shenley, taken down and stored away in obscurity; only the statue of the Blessed Katherine obtained immunity and this he allowed to be removed to his mill because of the especial reverence that was felt towards it." Montacute was, according to the



1.—SALISBURY HALL, NEAR SHENLEY, HERTFORDSHIRE, SEEN FROM THE BRIDGE OVER THE MOAT. The house was substantially rebuilt or remodelled by Sir Jeremiah Snow in the 1670s



2.—LOOKING OVER THE GREAT MEADOW IN FRONT OF THE HOUSE



—THE PORCH WITH THE
RMS OF SNOW OVER THE
DOOR. The wing to the left is a
comparatively modern addition

Dictionary of National Biography,
prave, courteous, and loyal, a
munificent patron of poets and a
bet himself." But owing to his
religious opinions, he got very hard
reatment from the monkish chron-
clers of the time: John Capgrave,
or instance, produces the probably
ntrue story that "he reseved the
sacrament in the church, and for
his mouth voyded it to his hand,
nd ete it with his oysters"; and
alsingham shows every sign of
atisfaction when "the supporter
f Lollards, the despiser of images,
nd the mocker at the sacraments,"
aving led an unsuccessful counter-
evolution after the deposition of
is friend, Richard II, was caught
nd murdered by a mob of citizens
t Cirencester in 1400.

The manor at Shenley, being
he property of his wife, was not
cluded in the general forfeiture
f his possessions which followed
is death. It remained in the
ontagu family until his grand-
daughter Alice, by her marriage in
425 to Richard Neville, carried
he Salisbury properties and title
nto the Neville family. Alice had
three famous sons, all major figures
n the Wars of the Roses: Richard,

Earl of Warwick and Salisbury, "the Kingmaker";
John, ultimately Marquess of Montagu; and
George, Archbishop of York. Salisbury Hall was,
in 1458, settled on John, the second of Shake-
speare's:

*two brave bears, Warwick and Montagu,
That in their chains fetter'd the kingly lion,
And made the forest tremble when they roar'd.*

It was probably used by him only as an occa-
sional residence, or as a resting-place on his way
north from London; for the Nevilles had
immense estates and in the 1460s, having been
largely responsible for dethroning the sick and
feeble Lancastrian Henry VI and putting the
Yorkist Edward IV in his place, were the most
powerful family in England. But Edward grew
tired of their domination, and in 1470 Warwick
was proclaimed a traitor and fled to France.
He returned in the same year with a small army
and succeeded in dethroning Edward IV and
releasing the by now pathetic and almost
imbecile Henry VI from the Tower to take his
place. Edward IV came back in his turn in
March, 1471, and the decisive battle between
Yorkists and Lancastrians was fought at Barnet
in Hertfordshire a few weeks later. Edward
marched north from London; Warwick and
Montacute came south from St. Albans, and
must have passed by the latter's manor of
Salisbury's on the way. At dawn on Easter
Sunday, April 14, in thick mist, the two armies
met; after three hours furious and confused
fighting the Lancastrians gave way, and in the
ensuing carnage both Warwick and Montacute
were killed.

Montacute's property was forfeited to the
crown, but, as in the case of the Earl of Salisbury
70 years before, Salisbury Hall had been settled
on his wife and so was exempt. On her death it
became the joint property of her four daughters,
Lady Scrope of Masham, the Duchess of Suffolk,
Lady Browne and Lady Huddleston, and John,
son of her fifth daughter, Lady Stonor. All of
their shares were bought out early in the 16th
century by Sir John Cutte.

Cutte was a very different type from the
feudal Montagus and Nevilles. He was an indus-
trious civil servant who, starting from relatively
obscure beginnings, worked up to a position of
importance and great wealth without ever
obtruding on the foreground of history. He
came from Kent, where his father had bought
the Manor of Binbury, near Maidstone; success-
ful land speculation and marriage to a Yorkshire
heiress, who had been his ward, put him on the



4.—THE ENTRANCE FRONT



5.—THE MOAT. It dates from the Middle Ages, when Salisbury Hall was the home of the great feudal families Montacute and Neville

way to success. But it was the important office of Under-Treasurer, held by him under Henry VII and VIII, that really established his fortunes; most of the public revenues of England passed through his hands, and he undoubtedly put the opportunities of his office to good purpose, for by his death in 1520, as his will (Somerset House, P.C.C. Maynwaring 12) shows, the Kent manor had swollen to estates in Kent, Essex, Hertfordshire, Cambridge, Norfolk, Yorkshire and Middlesex.

"Old Cutte," says Leland, the Tudor topographer, "buiilded Horeham-haule, a very sumptus house . . . Cutte buildid at Childerley in Cambridgshire . . . Cutte buildid at Salsbirly Parke by St. Albans." Horeham, near Thaxted in Essex, was his principal seat; a considerable portion of it survives and even in its fragmentary state is one of the grandest examples of early-16th-century architecture in England. Of his work at Childerley there now remain only a few ruins; the main surviving portion of his Salisbury Hall was destroyed in 1819 but is shown by a drawing made in 1789 to have been a typical early-Tudor range, decorated with little oriel windows.

Lady Browne's and the Duchess of Suffolk's shares in the manor were bought by Cutte in 1507. When he acquired the remainder is not certain, but the purchase of Lady Scrope's share was clearly bound up with an arranged marriage between her niece Lucy Browne and Cutte's eldest son John. For Lady Scrope, writing her will in 1514 (Somerset House, P.C.C. Maynwaring 19), entreated her sister Lady Browne

to "cause my Niece Lucy her daughter after my decease to be put in indifferent [i.e. impartial] keeping that she may be well kept and brought forth virtuously so that she shall never disagree unto the marriage . . . between her and John Cutte . . . for and she do disagree then her part is small or none of my lands tenements and hereditaments because of the bargain made between the said Sir John Cutte and me for the marriage." As an inducement to her sister to do this she left her "my book that is a primer and a psalter," which had been given her by Henry VII's mother, Margaret Tudor, and "one of my cups which shall like her best except my cup of gold." Her concern was unnecessary, for the two were safely married before her death, in 1517 or earlier, John Cutte being at the most aged

ten at the time and his bride Lucy Browne perhaps still younger.

"Old Cutte" may, unlike the Nevilles and Montagus, have been forgotten by posterity but at least he died in his bed leaving an immense fortune. This fortune was cheerfully dissipated by his great-grandson another Sir John Cutte, of whom the Essex county historian Morant says with justice that he was "more magnificent than prudent." Isaac Fuller, in the Cambridgeshire portion of his *Worthies* records that "he was a most bountiful housekeeper as any of his estate, insomuch that Queen Elizabeth at the beginning of her reign . . . the sickness being at London, consigned the Spanish Embassadour to this Knight's house this county." Owing to the shortness of his proposed host's name the ambassador took it as an insult, "the Spanish Gentleman generally having voluminous surnames. But soon after the Don found that what the Knight lacked in length of name, he made up in the largeness of his entertainment."

As a result of this high living Horeham Hall and Thaxted were sold in 1599, and Salisbury Hall followed soon after. It was bought in 1600 by a certain Henry Hull, and the Hull family sold it in 1616 to Richard Cole, who, according to the Cole pedigree, recorded in the 1644 visitation of Hertfordshire, was the son of "Thomas



6.—THE BACK OF THE HOUSE FROM ACROSS THE MOAT

Cole, one of the gent'n that followed the Erle of Lester and, after, the Queen's Servant," and the grandson of John Cole, of Tewkesbury. Richard Cole died in 1653; Salisbury Hall was bought from his heir William in 1668 by James Hoare, son of a goldsmith-banker, presumably as a speculation, for he sold it in the following year to another goldsmith, Jeremiah Snow of Lombard Street.

Most of what meets the eye at Salisbury Hall to-day is due to Jeremy Snow. He rebuilt or remodelled the entrance front (Fig. 1), with a hipped roof, deep cornice, pedimented doorway and handsome gate-piers on either side of the bridge. Inside the house the fittings of many of the rooms date from his time. The date of all this work is given approximately by his coat-of-arms on the porch (Fig. 3), the same arms as those on his tomb though, curiously enough, not those granted to him by the College of Arms. They do not sport the red hand of Ulster and so must date from before he was made a baronet, in 1679.



7.—SALISBURY HALL IN 1789, FROM A DRAWING IN THE COUNTY RECORD OFFICE, HERTFORD. The wing on the left was the last substantial remains of the Tudor buildings of Sir John Cutte and was demolished in 1819

But one would expect that, on a site with a history as ancient and as complicated as Salisbury Hall's, there would be some relics of buildings dating from before Snow's ownership. What happened to the mediæval manor and chapel of the Montacutes and Nevilles, or to the Tudor buildings of Sir John Cutte? Did the Coles build at all during their fifty years' tenure of the property? The great majority of the work of these older periods has disappeared, though careful excavation of the site would undoubtedly bring much vanished history to light.

From the Middle Ages the moat itself (in which fragments of 12th-century pottery have been found) is the only prominent survival, though the massive flint foundations below the existing outside walls of the house are almost certainly mediæval. Although the main surviving portion of Cutte's house was demolished in 1813, some of his brickwork is probably incorporated in the surviving buildings; the curious coves, apparently blocked doorways, in the wall of the porch showing that it used to be an internal wall may date from his time. Partial excavation has shown that the house, as he left it, was probably (as was Horeham) a courtyard house with wings stretching out from the central block towards the moat.

Puzzling features inside the house are the fireplace in the drawing-room (Fig. 9) and the stone carving over a door in the hall (Fig. 10). They are clearly of the same date; the flames and flaming braziers in the overdoor, for instance, are echoed in the flames carved at



—DOUBLE DOOR IN AN UPSTAIRS BEDROOM, WITH ELABORATE IRON FITTINGS

the bottom corners of the fireplace. The fireplace (the bottom half of which is of stone, and the overmantel of wood) appears to have been altered or moved at some period. Its decoration, a combination of strapwork and swags of fruit linked by cords and rings, derives from the plates of late-16th-century Flemish pattern-books by such men as Vredeman de Vries.

But the particular way in which these elements are used is unlike anything else I know of in England, and the fireplace is, as a result, very hard to date. It seems to me unlikely (though not impossible) that this kind of strapwork could have been carved as late as the 1670s; the 1620s or '30s are a more probable date, and the braziers and flames may even be a deliberate play on the name of the Coles who then owned the house. Whatever its date, the fireplace is a spirited piece of work, the attraction of which has been much increased by the present owners, who have stripped off layers of overpaint to reveal the original gilding.

The door of the first-floor bedroom above the drawing-room with its old-fashioned iron furniture seems, however, to be a survivor from the Snow rather than the Cole period. But it is worth wondering whether the Coles did not remodel or rebuild part of the house, for certainly the surviving garden front, with its twin gables, suggests the 1630s as much as or more than the 1670s. If this were the case, Jeremiah Snow's work on the exterior would have been limited to inserting the present windows and doorway, and to remodelling the roof on the entrance front, alterations sufficient radically to alter the appearance of the house.

(To be concluded)



9.—THE DRAWING-ROOM FIREPLACE, WHICH RETAINS ITS ORIGINAL GILDING. It is probably work of about 1630



10.—A CORNER OF THE HALL, SHOWING STONE CARVING OVER THE DOOR CONTEMPORARY WITH THE DRAWING-ROOM FIREPLACE

BRITAIN'S OLYMPIC SHOW-JUMPING HOPES

By LIEUT.-COL. J. A. TALBOT-PONSONBY

WHEN one is still young, four years seem an eternity, and 30 a great age. It does not seem reasonable to have to plan as far as four years ahead, particularly when planning involves athletic pursuits. Each successive Olympic Games must be the goal for amateur sportsmen, and in this present age little success can be achieved without systematic forethought and preparation. The 1960 Olympics in Rome are now a mere stone's throw ahead, and one begins to wonder about the relative strengths and weaknesses of the nations of the world. Form in 1958 can be misleading, but that of 1959 should disclose some useful pointers to results in September, 1960.

The Stockholm show jumping very rightly caused considerable controversy. The extreme ingenuity in the plan of the course, as opposed to the dimensions of the fences, resulted in the test's being beyond the physical capabilities of 70 per cent. of the horses, and the standard of horsemanship of more than half the riders. As a spectacle for the general public, of whom the majority had no conception of the difficulty, the competition proved to be abortive and desperately drawn out. There were endless periods during a very long day when no reasonable round was accomplished, and astonishing reports came to this country that the standard of horseflesh taking part was below that of the normal British grade C. Clearly some adjustments were needed for the 1960 venture. A limit seemed to have been reached with regard to the difficulty of the course, and yet the Games are the true championships and, as such, should demand the highest qualities in skill and ability. It can be said that if a nation is not equipped with the right material, it should not take part. There are arguments galore, but the fact remains that a competition must have some foreseeable hour of completion, particularly when it is followed by the closing ceremony of the full Olympic Games.

As is now well known, adjustments have been made in the conditions for 1960. Each National Federation will be required to certify to the F.E.I., three months before the closing of entries, that its participants, human and equine, are of the right quality. I am led to wonder if this will have an immediate effect, although the innovation is obviously sound in principle.

The team and the individual events have been divided, medals being given as before for each. The individual events will take place on the Wednesday at the Piazza di Siena, the venue of the Rome Concours Hippique



JONQUERES D'ORIOLA OF FRANCE: "HE RANKS AMONG THE BEST RIDERS IN THE WORLD"

International Officiel, and the team event in its normal setting, the stadium, on the Sunday before the closing ceremony. The same riders and horses need not take part in both, so that a team could consist of six horses and six riders. The new arrangements seem attractive, and lead to speculation. Is it intended that the individual course will be of real Olympic difficulty, while that for the team resembles more closely one set for a major Nations Cup? Time and space in Rome at that time of the year are factors that would support this. The composition of teams, and their preparation, can be directly affected by an analysis of the implications arising from the new conditions.

The ideal set-up now would seem to be a team composed of six horse-rider combinations with infinite experience, and complete mutual

understanding and confidence. If each rider also had a high-class reserve horse, such a team would be favourite in any company. In 1956 the British team of four riders, although acquiring itself with great distinction, was always stretched to the limit. With no reserves to hand any one accident would have been calamitous. Since that year developments have been disappointing. The types of courses set in England have been an exact deterrent to the attributes required for an Olympic effort, and the essential Continental experience has, in the majority of cases, been of little avail. However, with the gradual advent on the scene of young riders of real promise, a properly concerted effort is under way to rebuild, train and equip a team round the remaining experienced members, which will not only be worthy of wearing the Union Jack, but will also have as good a chance as any other of bringing home the spoils from Rome.

What then is the position regarding the opposition? From European countries it is not difficult to pick out Germany, Italy, France and Spain as the chief dangers. German Olympic preparations since 1952 have been typically thorough and, with a well run and flourishing permanent training centre, there is certain to be a steady flow of the right type of material. The 1956 winning trio are still very much on the map, but will Meteor still be there, and is Ala quite as dependable? The Italians are certainly having difficulty in finding proper backing for the d'Inzeo brothers. Indeed, without both, or even one of them, the position would be very precarious, but their horse strength is formidable, and it was interesting to hear that Raimondo d'Inzeo was riding Hack On in Rome.

For some time France has not distinguished herself in team events, but has shown her brilliance more often against the clock when, perhaps, conditions are more suited to the volatile French temperament. One wonders also if the French preference for the Anglo-Arab type of horse is liable to pay at the Olympic Games. Nevertheless, riders with experience and determination are there, and Jonquieres d'Oriola ranks among the best in the world. By the tragic death of Fahrenkoenig, Spain has lost her most reliable horse, but a brilliant win in the Nations Cup at Aachen last year showed that the ability is there, and a Spanish team is



BOSTON, ONE OF THE LEADING RUSSIAN HORSES IN RECENT INTERNATIONAL SHOW JUMPING. "An each-way wager on the Soviet Union in next year's Olympic show jumping could well be justified"



THE PIAZZA DI SIENA IN ROME. The individual Olympic equestrian events will be held here in September, 1960. The Piazza di Siena is also the venue of the Rome *Concours Hippique International Officiel*

ways a danger. Then of course there is Russia. Nothing was heard of her from 1945 until Helsinki in 1952, when a team entered from behind the Iron Curtain with very obviously no experience. Again nothing was heard until 1956, when another team definitely impressed, and in 1958 at Aachen very real progress was quite clear. At the moment an astute course builder could no doubt present problems which would pinpoint a common Russian weakness, but no doubt the Russians themselves are well aware of this. An each-way wager on the Soviet Union next year could well be justified.

Form in the Americas is usually based on conjecture more than on fact. This is now most certainly not the case. Since the last Olympic Games the U.S.A. has gone all out to produce a team of the highest class. With presumably solid financial backing, systematically trained and working to a definite and well considered programme, a team in the true sense of the word descended on Europe last summer. Four very fine horsemen with almost identical style and methods, mounted on powerful quality animals, made their mark at once at Aachen. They showed very clearly later at the White City that free, determined and orthodox riding not only looks best, but is best. The team started its 1959 season with a tremendous victory in Rome, and from all accounts the course was formidable. On current form the United States of America must hold the perhaps unenviable position of favourite.

Since the Wembley triumph in 1948 Mexico seems to have faded out of the world scene. Complete coercion is often a short-lived means to an end. There are reports that private enterprise in Canada is hard at work collecting and training a team, but experience will be lacking. From the south, Chile sent a reconnaissance team to Europe in 1958, and to Brazil the previous year. The very long sea journey did little to help the horses, but the general impression denoted lack of power and certainly of experience. The composition of Argentinian teams has in the past been influenced by political disputes, but at the moment all seems

quiet. Nothing of particular note was achieved in Chile this February, and for a true comparison one must wait for the Pan-American Games this autumn, in which the U.S.A. will be taking part. Finally, there is Japan to consider. Rumour has it that there is in being an efficient training organisation, and that the objective is Rome. The Japanese are certainly on the buy, but time is short, and it seems doubtful if anything concrete can be learned until Rome itself.

Rome is going to be very interesting

indeed. On paper several of the leading nations seem too reliant on too few top-class riders, and others on too few top-class horses. The ideal will always be a quality horse with great power, and such animals seem to become more and more scarce. A great many things can happen during the next 10 months, but, whatever the result may be, it seems certain that the performances will be of a very high standard and that events will be more evenly contested than was the case in the past two Olympic Games.



PILLAU, ONE OF THE BEST OF THE CHILEAN HORSES. Chile sent a reconnaissance team to Europe in 1958, but "nothing of particular note was achieved in Chile this February"

A DIARIST OF RURAL CHESHIRE

By HOOLE JACKSON

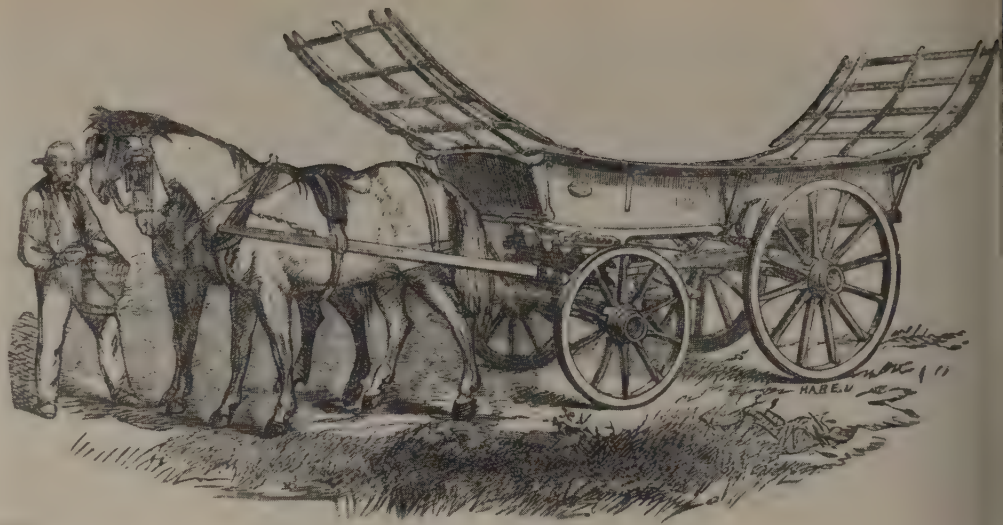
HIGHWAYS and lanes converging on to the race-courses and fairgrounds of the Georgian and Victorian eras were often lively with human cavalcades and a great variety of vehicles. Sights to delight a Rowlandson were to be seen in every mile.

Three dog-drawn vehicles that would have been familiar to the keen eyes of the famous cartoonist were dashing along a Cheshire highway one sunny day early in the 19th century. A young Cheshire countryman, my maternal grandfather, was standing by the way. He stepped aside to the grass verge to allow them to pass, as they went by at a "spanking pace." Recording this in his diary, he did not dream then that probably these were among the last carts drawn by dogs that he would see. The first one carried a heavily-built driver, and was piled with sacks bulging with nuts and sweets. The second was driven expertly by a gipsy-faced boy, and had a stout woman and child as passengers, with a load of full sacks and wooden fittings for a race-course stall. The third vehicle was driven by a tall, thin man smoking a clay pipe and bore a similar load to the other carts. Drivers and passengers dismounted when the road reached a slight rise, walking beside the dogs.

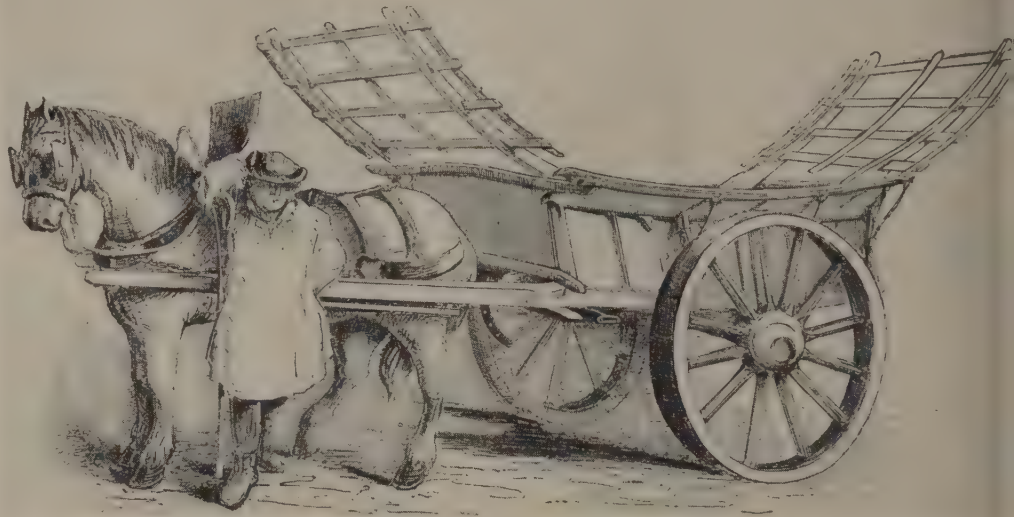
Old prints depicting carts drawn by dogs seem far from common; but a delightful and unusual two-wheel dog-chariot is depicted in a scene at Bartholomew Fair of 1721. Seated in the dog-chariot is a young girl, holding the hand of a neatly bodiced woman, while the driver, in three-cornered hat, holds the reins as if about to hand them to the girl. This print was designed as decoration for a fan. It pictures also one of the old one-wheel fruit-barrows with a curved body.

An old oil-painting of London's Mansion House (about 1750) shows a four-wheel family coach, a Sedan-chair, a milkmaid with yoke and buckets and a four-wheel vehicle drawn by dogs, of smaller size than the carts seen by the countryman about seventy years later. Behind the carts drawn by dogs, on their way to either Chester or Knutsford races, came a farm-cart filled with yokels bound for a race-course and carts and horses gay with ribbons, as once was usual on May Day. Knutsford held horse-races as far back as 1729, and the first issue of the *Racing Calendar* in 1769 recorded Knutsford Races. Chester's famous old "bell" races date back to the 16th century.

All fashionable Cheshire was on its way to one of these northern "Ascots" on the day on



1. and 2.—FARM CARTS OF THE MID 19th CENTURY. Such carts would be little changed in general outline from the days of the countryman-diarist whose descriptions of rural Cheshire are given in this article



which my grandfather idled to watch the traffic go by; gigs, curricles, gaily-painted caravans and the carriages of gentlefolk.

He was brought from his concentration by a question from a stranger on horseback, a horse

hired in Knutsford. The horseman wished to find his way to the Middlewich salt-mines by lanes and roads not thronged with race-going vehicles. As he rode away, rightly directed, the scene was one of the great horse-days at their height. Across the landscape the sails of craft on the Duke of Bridgewater's canals drifted with bird-like grace; the first plume of white steam from a railway train had not come to startle the countryside.

One of those canals brought barges to an old flint-mill where flints were ground to become commercially usable. This mill might have gained new life had it survived into the age of petrol-lighters and modern uses of flints, but it was pulled down many years ago, although it survived into my youth.

My grandfather loved this mill, for it was part of his heritage. The old white house where he was born and where his childhood was spent stood between the lovely River Dane, which supplied the great water-wheel of the mill with power, and the Grand Trunk Canal, which was 30 yards from the front garden.

A touch of old rustic England lingered here long after the hungry 'forties were a memory to that diarist the times must have seemed as if they might last for ever. "Both river and canal teemed with fish," he wrote. "One hot summer I caught my first pike in most un-Waltonian manner. The Dane had dried to a trickle, and a large pike was striving to reach deeper water lower down. I dashed into the shallows and seized it; bore it home in my arms. My first pike!"

A welcome catch! The time was that of harvest, and the diarist records that local boys knew well that 6d. would be paid for a fresh fish of good size. Many a trout was tickled and



3.—A CRUIKSHANK DRAWING OF THE EIGHTEEN-THIRTIES. The carts drawn by dogs described by the diarist were among the last he saw



—A PAINTING BY J. FERNELEY OF THE CHESHIRE HUNT IN 1828. The diary records incidents that recall the hunting fields of that time

am were caught with a "knot-worm." Harvesters, looking up from their hot work to see a bl, shining fish fresh from the river, did not edge 6d.

"Freshwater tench," the notes record, were very good eating; very different from each found in ponds. Bream were plentiful; the variety called locally a grayling was good, but not a true grayling.

"Roach made good sport. Dace came in bails; when the water-wheel was stopped in summertime, we could always secure a netful of the table with ease. No sport; but a most convenient 'fish-pond' of one's own; adjacent to the cook's quarters! Carp were not so common, but gudgeon, loach and the 'miller's dumb,' as well as eels, were plentiful.

"But angling, loved boyish sport that it is, became second love to that of the birds. My rod was often neglected as I watched the anglers, so plentiful there then, catching minnows and sometimes alighting on my rod, all anglers know they will, if the *Piscator* remains motionless. Water-hens were ever a sight, with their downy little fleets following to w as it were."

His love of birds was to some purpose; he became a respected authority on ornithology and a popular writer in northern newspapers on natural history.

The lovely expanse of glorious Vale Royal, best viewed from the height of Beeston Castle, was his realm, where Delamere gave Cheshire timbered and open-space beauty, and the great family of the Cholmondeleys had their seat. Near the old flint-mill was Croxton Hall, recalling Thomas Croxton, captain and later colonel in the Parliamentary Forces, and suraageous Governor of Chester Castle during the Civil War.

The Grand Trunk Canal, laid out by Windley in the 18th century, and improved byelford in 1822, added the shimmer of another water-filled "furrow" across the Cheshire landscape, already rich in lovely meres. Canal traffic moved in the slow, gentle manner of the horse-days that had continued into the 19th century since Elizabethan times, blending with stic quiet and rural ways. Where the old engineers drove underground they created range beauty, as in Harecastle Tunnel on the Grand Trunk Canal. This was one of the most scinating borings to the eye that delights in right perspective, 3,000 yards of it, with daylight visible at the far end.

Not far from his home, my grandfather was ling with a double-barrelled gun tucked under his shoulder when incidents occurred that call the great hunting fields of the past. A fox was streaking towards the canal, hounds far behind. Beyond the canal, a broad meadow

away, the river ran parallel, forming a second obstacle.

The fox found a small canal bridge, of the kind by which a tow-horse crossed, and went hot-foot for the river, which it began to swim at once. Then came the hounds, so eager on scent that the hindmost crowded the foremost into the canal, which had a steep coping on that side. While the countryman was helping the unfortunate hounds out, others found the bridge and scent, and continued the chase to the river, which they also began to swim.

Then came the hunt, "between two and three hundred in bright scarlet coats and white breeches," to quote the diary. When they saw what had happened there must have been some good round oaths! The river might be no obstacle to the fox and hounds; to the riders it meant a ride of a mile to the nearest bridge, then a mile ride back on the other side to pick up the trail. This fox, the diarist records, went to ground in the very covert from which it had broken.

All the foxes he saw swimming rivers did so by the shortest route, not allowing themselves to drift with the current, and swam diagonally, as some observers contended was the usual method. He mentions that poachers sometimes took a fox in their night water-nets—a catch that they soon released. His remarks on fox-

hunting end with a quotation from the once popular lines on the burial of an old huntsman:

*Six crafty earthstoppers in
hunter's green drest,
Supported poor Tom to his
haven of rest;
And they wept as they laid
their old comrade below,
And sung o'er his grave
with a loud "Tally-ho."*

One anecdote mentions a battle that became a game between a countryman and an otter cornered in shallow water during a summer drought. The otter would make a dart to escape, only to be thwarted by the fast-moving countryman. How long the man and animal played this game is not stated, but it had not ended when the evening shadows began to fall. At length the man was too far spent to prevent the otter's escape.

The names of many lovely old halls creep into the diary: Croxton Hall, near Middlewich; Arley Hall, once chief seat of the Cheshire Warburtons; Rostherne and its beautiful mere, with a mermaid

legend and the "tarn of the Holy Cross" (the old name Rodestorne). There were also the Tatton Estate, woven into the very blood of the Cheshire Egertons, the curious old Hale Hutt, the great hall of 100 feet by 30, and the "new" Hale Hall of 1674 that replaced it as the local family residence.

Cheshire, "the seede plotte of gentilitie," as 16th-century historian, John Speed, named it deservedly, held perhaps the most clustered bunch of noble and ancient families in England, as it contained the finest salt-beds and made the most toothsome of cheeses; its range of country landscape included heights on the Derbyshire border, where, the countryman noted with delight, black game could be included in a Cheshire list of birds with the heron and kingfisher of the gentler plains and the sea birds of the Wirral.

Through the diary there rings a note of happy, noble nature. My grandfather belonged to the last period of the happy yeoman and small squire—a countryman to the core, naturalist, writer on birds and wild life about what his keen grey eyes saw. He was a man who lived fully, fought for the rights of those suffering hard times and held good measure of benevolence: a happy man.

Illustrations: 3 and 4, *Radio Times*, Hulton Picture Library.



5.—ROSTHERNE IN THE 19th CENTURY. "The names of many lovely old halls creep into the diary"

RACING NOTES

CESAREWITCH UNDER DIFFICULTIES

By DARE WIGAN

THE leaves of the beech trees lining the road leading to the Rowley Mile race-course at Newmarket were barely tinged with brown last week, and the parched turf of the race-course itself was more in keeping with high summer than with autumn. Under these conditions it was scarcely surprising that owners and trainers should have been reluctant to run their better-class horses, and, in consequence, the racing throughout the four days of the Second October Meeting was disappointing.

Even the Cesarewitch, most of the entries for which are seasoned stayers whose legs have been toughened by age, and, in some cases, by a course of hurdling, suffered, for, whereas in a normal year the field numbers nearer 40 than 30, last week there were only 17 runners, and it has to be confessed that taken as a whole they were not an inspiring collection. A worthy exception was Mr. H. J. Joel's seven-year-old gelding, Predominate, winner of the Goodwood Stakes in 1958 and again this year. But he was set to carry 9 st. 5 lb., and many people felt that the same owner's Seascape, a three-year-old

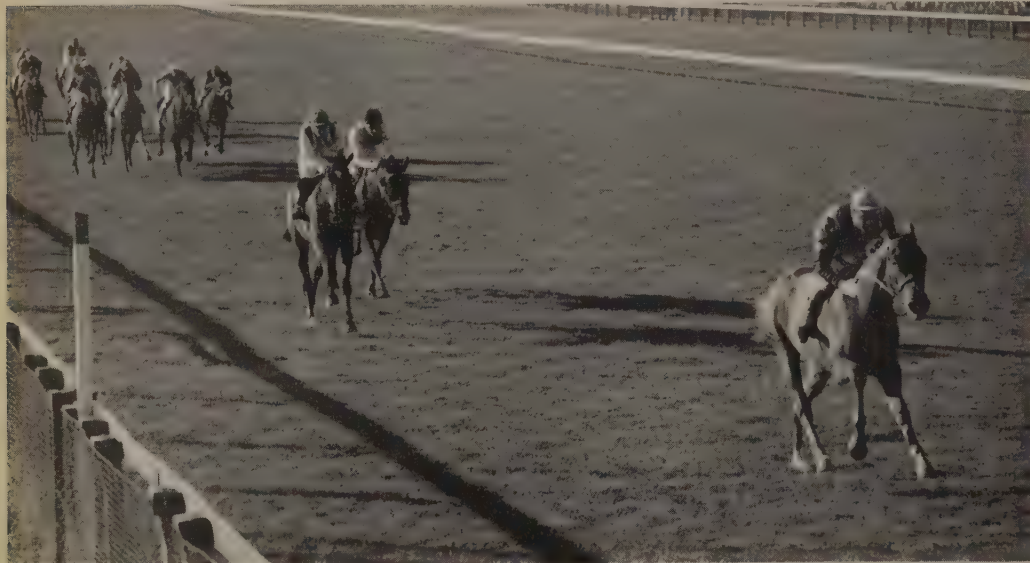
the sun shining directly towards the stands made the commentators' task more difficult than usual. However, the watcher on the Dyke was able to tell us that Portreeve and F. Armstrong's pair, Seadon and Lena, were the early leaders, with Kubba close behind them, and when the field turned into the straight just over a mile from home Lena was in front of La Veuve, with Seascape and Portreeve close behind them. Soon afterwards La Veuve took over and continued to lead until half a mile from the winning-post, when Seascape went to the front on the far rails with Come to Daddy and Bali Ha'i III in hot pursuit, and from then onwards the race concerned only these three. And it was soon clear that Come to Daddy had the measure of the other two. In fact, he forged steadily ahead of them both as soon as they met the rising ground to the winning-post, and came in five lengths in front of Seascape with Bali Ha'i III $1\frac{1}{2}$ lengths away third and the remainder of the runners, of whom All Serene came out best, well beaten. Come to Daddy, who is trained by Major W. E. Lyde at Middleham in Yorkshire for Mr. T. H. Farr, was a

On the third day of the meeting a combination of brick-hard going and an unimaginative programme resulted in small fields and a meagre attendance, and had it not been for the generous sunshine many people would no doubt have stayed at home to mow the lawn, that is if they had been any grass to mow. The Select Stakes, run over the Rowley Mile, did, however, prove a measure of interest by the performance of Mr. H. S. Persse's three-year-old gelding, Thames Trader, who had been strongly supported to win the Cambridgeshire Handicap before giving an inept display in the Wyndham Handicap at Ascot on October 10. But at Ascot torrential rain falling on the artificially watered course had produced soft going, whereas at Newmarket the runners were sending up clouds of dust as they cantered down to the post. At these conditions evidently suited Thames Trader, who, carrying 7 st. 6 lb., set off at a rapid gallop and led all the way to win comfortably from two useful four-year-olds, the Irish-trained Minou, who carried 8 st. 2 lb., and Mrs. Arpa Plesch's Banyan, who carried 9 st. 3 lb. Thames Trader is weighted at 7 st. 2 lb. for the Cambridgeshire and if the ground remains hard he must have a chance of winning it, though it was noticeable that his run tapered off a little towards the finish last week and there is an additional furlong to cover in the Cambridgeshire, added to which the race is invariably run at a tremendous pace.

Last Saturday, the final day of what was by common consent a disappointing meeting was marked by the last appearance this season of the Aly Khan's superb grey filly, Petite Etoile, who was opposed in the Champion Stakes by two other runners, Mr. J. McShain's Barclay, winner of the Irish St. Leger, and unbeaten in five races this year, and Baron G. Waldner's Javelot, whom many considered to have been a trifle unlucky when he lost the Eclipse Stakes at Sandown Park by a neck to Saint Crespin III, subsequent winner of the Prix de l'Arc de Triomphe. It was, of course, almost unthinkable that Petite Etoile should be beaten, and odds of 11 to 2 were laid on her winning. And yet there is always a danger in a three-horse race that a muddled pace may bring about a false result. Indeed, there was a moment about a furlong from home, when it seemed that L. Piggott and Petite Etoile might be squeezed between the other two runners. But F. Palmer on Javelot then came away slightly from the stands' rails, and Piggott, discerning the opening, shot Petite Etoile through it, and coasted home by half-a-length on a tight rein with Barclay snatching second place from Javelot by a head. By her victory Petite Etoile brought the Aly Khan's winnings in stallion money for the season in this country to above the £100,000 mark, a record for owners, and Petite Etoile, by contributing more than half the total, established a record for fillies.

The dry summer, which has reduced the number of runners at so many race meetings, also had unfortunate repercussions on Messrs. Tattersalls' yearling sales held at Newmarket last week, as it has been responsible for outbreaks of coughing at several studs, and in consequence a number of lots had to be withdrawn. In particular, three lots from the Whitsbury Stud and three from the Merevale Stud were missing, and their omission was particularly unlucky for their respective breeders, since each contingent included a yearling by Relic, the sire of Venture VII. However, they are to be entered in suitable classic races and will be offered, with engagements, at the December Sales.

The highest price paid at last week's sales was 10,000 gns. for a chestnut colt by King of the Tudors out of Pontypridd, a mare by the 1940 Derby winner, Pont l'Eveque, and a half-sister to Chenille, the dam of Alcide and granddam of Parthia. It was sent up by the Overbury Stud and was bought by the Irish trainer V. O'Brien.



THE FINISH OF THE CESAREWITCH AT NEWMARKET. Mr. T. H. Farr's Come to Daddy, ridden by D. Smith, won by five lengths from Mr. H. J. Joel's Seascape, with Queen Elizabeth the Queen Mother's Bali Ha'i III third

filly by Naucide, out of La Joliette, a mare by Alycidon, weighted at 7 st. 6 lb., might prove to be a better proposition, though T. Leader, who trains both of them, was unable to differentiate between their chances, and, in fact, they ended up inseparable in the betting at 6 to 1. Other fancied contenders were Queen Elizabeth the Queen Mother's Bali Ha'i III, a gift horse from New Zealand; the Princess Royal's All Serene, a chestnut colt by Alycidon and an appropriate winner of this year's Harewood Handicap at York, though he obtained the verdict only following the disqualification of Predominate; and the incongruously named Come to Daddy, a wiry gelding by Niccolo Dell'Arca, out of Snow Bunting, the dam of Sandiacre, winner of the race in 1957.

The pick of the runners in the paddock were All Serene, Predominate, Portreeve and Seadon, with All Serene demonstrating his well-being by a series of intricate dance steps that his lad was able to follow without apparent difficulty. Bali Ha'i III, a big black gelding, with strength to match his size, also looked well, but Seascape was a trifle disappointing and was sweating over the loins. But as the runners cantered down towards the distant starting gate it was noticeable that, whereas many of them were feeling their way on the baked ground, Come to Daddy stretched out as though he was thoroughly enjoying himself.

Little can be seen of the early running in the Cesarewitch, and last week the slanting rays of

chance mount for champion jockey, D. Smith, who became available owing to the scratching of the early favourite, Eborneezee, who, like several other well-fancied horses, could not be prepared for the race because of the hard ground. He was the third successive winner to have been trained in Yorkshire, the others being his half-brother, Sandiacre, and Morecambe, last year's winner.

There was no break in the weather for the second day of the meeting and only five runners turned out for the Middle Park Stakes for two-year-olds, run over six furlongs, and worth £3,472 to the winning owner. The Aly Khan sent Venture VII from France. This colt, by Relic out of Rose o' Lynn, would probably have beaten anything that might have been pitted against him, for he is a truly imposing individual and on a previous visit to this country had won the Imperial Produce Stakes at Kempton Park comfortably in spite of a stumble soon after the start that almost pitched him on his nose. Already he has the mature look of a three-year-old and if all goes well with him during the winter he will probably start favourite for next year's 2,000 Guineas. Last Thursday, G. Moore, his Australian rider, was content to let him stride along under the stand rails level with the other four runners until entering the Dip, after which his long, effortless stride soon took him two lengths clear of Mr. R. N. Richmond-Watson's colt, Blast, who just beat Mr. J. McGrath's Arctic Hope for second place.

GOLDEN DAYS AT WORPLESDON

A Golf Commentary by BERNARD DARWIN

AH ha! I have seen Worplesdon again. I had to miss it last year, and this time, owing to a concatenation of inevitable domestic circumstances, I cannot write about the final; but I saw all the old pleasant sights; the crowds congregated behind the fourth green and at the back of the pond, a pond with no water in it, and the ladies trying vainly to restrain their dogs. I had the usual good lunch at a house to which the epithet "open" does no kind of justice. Finally I saw some very fine golf and saw it on the Wednesday, on a day of cloudless skies. This is what the modern player calls Worplesdon weather, the perfect sunny autumn days which are termed either St. Luke's or St. Martin's summer. To really old players such as I am Worplesdon weather means sheets of rain, equinoctial gales and the hanging of clothes twice a day at least.

The first day reverted to this bad and ancient type and everyone was more or less drowned. I can pick out only one or two events lest I have no room for Wednesday. One was the complete rout of that great pair Dickson Smith and Mrs. Singleton by Mrs. Sutherland-Pilch and Commander James. The last-named is one of those players who bob up at Worplesdon and come under the head of "a much better golfer than you think." He played admirably, so did his partner; they were out in 33 and their enemies never saw the way they went. The other feature was the astonishing shot by Thornhill—a great shot but a lucky one—that saved his life and that of the Lady Champion, Miss Price, and most cruelly robbed the gallant Briggses. The ball went far over the green and on to the tarmac. It was played with the right club, a straight-faced iron, and the ball ended dead.

On Tuesday things began to happen, but most of the big guns survived. The Bonallacks seemed to be getting into their stride, and Sewell and Mrs. Spearman were ruthless, at once steady and brilliant and making no sort of acquaintance with the last five or six holes of the course; but the event was the defeat of Mrs. Smith and Slark by the Browns, mother and son, from Somerset.

Master Brown, aged 16, from Millfield School, seems cast in the mould of a golfer, strong, solid, tranquil, with a capital swing. After being three down the Browns saved their bacon and then Master Brown holed a long putt to win the 19th in a three. It must be owned that the vanquished hurled the 18th away by taking four "from nowhere," and a veil may be drawn over the length of the putt that Mrs. Smith missed. She has been the heroine of so many far more important finishes



INNES WRIGHT PUTTING IN THE FINAL AT WORPLESDON. He and his partner, Miss J. Robertson, beat Mrs. Goldschmid and J. Tudor Davies by 4 and 3 in the final last week of the Worplesdon Mixed Foursomes

and these things must befall everyone at some time or another.

Now for Wednesday and its three heroines: one from France, Mlle. Semelaigne, one from Italy, Mrs. Goldschmid, sister of that fine Italian golfer Bevione, and one from old England, Miss Bridget Jackson. I must skip the morning rounds (though, on my honour, I did see them) because the afternoon ones were so desperately exciting. Two of them can be quickly dismissed: Mlle. Semelaigne and Micklem, having been early two down, ran away with five in a row, and that was that. Miss Robertson and Innes Wright, a Scottish international and an admirable swinger of the club, of whom the South knows too little, were at one time three down, but beat Cook and Miss Williamson comfortably in the end.

Next came the Bonallacks, the holders, who went down, with drums beating and colours flying, before Miss Jackson and Michael Burgess. All four played really good golf. I suppose the Bonallacks lost by a couple of crooked tee shots, one each, towards the end,

but this was a very small blot. Burgess played a superlative second to the last hole from the right-hand side with a wooden club. He was one up at the time, and that shot banged and barred the door. Bonallack played a very good shot from a bad lie and reached the edge of the green, but nought could avail.

If this was not stunning enough, there came a really tremendous game between Mrs. Spearman and Sewell and Mrs. Goldschmid and Tudor Davies. Sewell and his partner went at the usual gait to be three up at the tenth, and, with all respect to the other side, nobody dreamed that they could lose. But they slipped a little on the way home, and the match was miraculously all square with two to play. At the 17th Mrs. Spearman played a really gorgeous second out of the rough and her partner holed the putt for three. At the last both men played their seconds rather too safe to the left. Then came a great shot by Mrs. Goldschmid, a high pitch tossed boldly up to the pin, the kind of shot that bites the turf on the second bounce, such as only a good golfer can play. It finished some five feet past the hole. Mrs. Spearman followed in bravely and Sewell had a not very long putt for the match, but for once he pushed it out rather weakly and Tudor Davies holed his like a man without a tremor.

Off they went again like Hiawatha "in the glory of the sunset," and the night was falling fast before they finished. The 19th was sure to be holed in four, and duly was. The 20th was not quite so good, but five was decent. At the 21st each had a putt for three but could not quite do it, and at the 22nd the ladies followed each other with really grand tee shots to the green; and then suddenly came almost absurd tragedy and a win in six to seven. Tudor Davies drove, not very straight, and he and his partner were not on the green in three. Mrs. Spearman put the second into the bunker to the right of the green, Sewell took the ball too clean and went far over the green and Mrs. Spearman ping-ponged the ball back again. It was a truly sad end, but the strain had been great and continuous, and all possible credit is due to the winning couple. To get those three holes back was a great effort, and as to Mrs. Goldschmid's pitch—well, I have no adjectives left.

I learned from a kind friend the result of the final immediately after it was decided. Miss Robertson and Innes Wright beat Mrs. Goldschmid and J. Tudor Davis by 4 and 3.



MISS J. ROBERTSON DRIVING IN THE FINAL AT WORPLESDON. She and her partner had beaten Miss O. Semelaigne and G. H. Micklem in the semi-final by 2 and 1

CORRESPONDENCE

A FOX IN THE BEDROOM

SIR,—The increasing boldness of wild creatures on the outskirts of our larger cities has often attracted comment in COUNTRY LIFE. Your readers might therefore be interested in a recent experience of my own.

My first-floor flat overlooks a park and sports ground in which there are several families of foxes. The other night one of them, apparently

endeavouring to drive the ball in an opposite direction. One or more balls may be used, but each player has his own bandy. You may see Golf on Blackheath occasionally by the young Scots who form the association known as the London Golf Club. Some years since I was present at a Golf match, and a very exciting sight it was, I assure you."

Hockey is described as follows: "This is also a capital game for wintry weather and may be played by any

Gloucestershire veteran maybe, but it is mentioned in Evelyn's *Sylva*, written nearly 300 years ago, as having been a renowned tree in the reign of King Stephen. It has often been described as girthing 52 feet, which would make it easily England's stoutest tree. But expert opinion holds that there are two trees here grown together; even so, one girths 39 ft. at breast height.

The way in which the tree seems to be ensuring its future life, by layering, is also worthy of remark.—J. D. U. WARD, Minehead, Somerset.

VENUS IN BRITTANY

SIR,—Collectors of archaeological curiosities may be interested in the accompanying photographs of the Venus de Quinipily, a statue near the town of Baud in southern Brittany. I visited it while driving across the rather uninspiring interior, attracted by the indication "site curioité" on the map. Quinipily turned out to be a tiny hamlet of old stone farm-houses well off the main road, and the Venus to stand on a grassy slope next to a farm-yard, on a massive plinth above an oblong basin into which trickled a small stream. The stone statue, six feet tall, naked except for a curiously draped scarf, has braided hair and a band across the forehead above the entirely unexpected features, which reminded me of a Red Indian, though the total effect was Egyptian, and gave an impression of considerable antiquity.

Completely mystified, I sought information in guide-books on my return. The origins of the statue are quite obscure, but it seems possible that it was brought by Roman soldiers during their occupation of Gaul, presumably as the idol of one of the cults which the Romans borrowed from Egypt and other Middle Eastern countries. Perhaps, indeed, the Venus was an Isis.

During the 17th century the figure apparently became the object of superstition and some sort of ceremonies; according to one account it had the improbable title of "La Vierge de la Couarde"—the Virgin of the (female) coward. In 1671 it was cast into the near-by River Blavet on orders from the ecclesiastical authority; the river immediately rose in flood and the

inhabitants recovered the statue and revered it all the more. This appears to have happened more than once, finally, early in the 18th century, the Bishop of Vannes asked the governor of the province, the Comte de Lanion, to destroy the figure. The Count decided instead to erect it in the grounds of his château, and it was taken from its hillside site, apparently slightly modified—probably merely recarved to improve the worn details—and re-erected on a fountain plinth.

To-day nothing remains of the château but a gateway and some walls but the Venus still stands gazing inscrutably over the landscape, a puzzle to the passing tourist.—A. J. HUXLEY London, W.C.1.

HEDGES IN THE LANDSCAPE

SIR,—Mr. Geoffrey Grigson, in his polemic of September 10, does not make it very clear whether he is thinking mainly of domestic hedges whereby some householders endeavour to secure the privacy of their gardens or of the farm hedges which for centuries have enclosed our fields. Apparently both excite his wrath, for he exhorts us to pull down (or up?) our front hedges that our flowers may be visible to others, and he admires above all the hedgeless landscapes of Northern France.

As to garden hedges, householders may surely be allowed to please themselves, but one wonders whether Mr. Grigson has ever lived on a busy motor road or near a housing estate. Farm hedges are another matter. Of course conditions vary in different parts of the country. There is much to be said for an open landscape on the rolling downs of Wiltshire, and no one proposes to plant hedges on the Yorkshire moors; but in tamer districts the beauty of the English countryside owes much to the infinite variety of its hedgerows. Other countries have nothing like them, and it is they that excite the admiration of visitors from abroad. In the hedges many of the birds nest and the small mammals find shelter. There the wild flowers grow. If one may judge from his article Mr. Grigson cares for none of these things he demands a landscape marked by an occasional tree and a wide network of



SWEET CHESTNUT TREE AT TORTWORTH, GLOUCESTERSHIRE

See letter: A Mighty Chestnut

attracted by some food I had put out for my cat, jumped on to the garage roof, entered the open window of my bedroom while I was asleep, and ran off with a pair of bedroom slippers made of rabbit skins. I woke just in time to see the fox disappear through the window.

One of the slippers was recovered the next morning at the foot of the garden fence. The other has not been found.—M. HALL, 16, Chichester Road, Croydon, Surrey.

SUMMER TIME DOUBTS

SIR,—To be suddenly thrust into dark evenings is bad for all of us. What farmers generally think of Summer Time we already know. Children will certainly get more sleep, and their parents more rest. The medical point of view might be interesting.—R. E. CLEWETT, Athenæum Club, Reading, Berkshire.

[Editorial comment on the subject of Summer Time appears on page 584 of this issue.—ED.]

SPORTING CONFUSION

SIR,—While cleaning out an old air-raid shelter the other week we came upon a book called *Manly Games for Boys*, published by William Tegg in 1869 and printed by Watson and Hazell, of Aylesbury.

Here is the description of golf: "Golf, or Bandy Ball, is much played in Scotland and the northern parts of England. It is a very excellent game, having been probably introduced by the Romans. As at present played, any number of persons may engage in the game. Each player has a straight-handled ash bat, the lower part of which is slightly curved; the object of the game is to drive a small hand ball into certain holes in the ground, and he who soonest accomplishes this, wins the game.

"I am not aware of any set of rules having been fixed on for the government of Golf, but according to what is generally understood, the following is the method:—Two, four, or any number of players form themselves into sides, and then fix the golf-lengths, which often extend over three or four miles, especially in the winter time, when the game is played on the ice. At various intervals golf-holes are formed, into which the ball must be struck; each party, as in Football,

number of boys. The only implements required are a few stout sticks and a good bung or ball. In Scotland it is immensely popular under the name of Golf from which it differs only in detail."

It is interesting to speculate on how this confusion arose.—S. R. BROWN, Aylesbury, Buckinghamshire.

A MIGHTY CHESTNUT

SIR,—British trees famous for their great age are nearly always either yews or oaks. The enclosed photograph shows an exception—the chestnut at Tortworth, in Gloucestershire. It is a sweet or "Spanish" chestnut, not a horse-chestnut.

No one knows how old this



THE VENUS DE QUINIPILY IN SOUTHERN BRITTANY, PERHAPS BROUGHT BY ROMAN SOLDIERS DURING THE OCCUPATION OF GAUL

See letter: Venus in Brittany



bered wire fences slung between concrete posts.

One could wish that Mr. Grigson could take a motor tour here in Cambridgeshire and the adjacent counties at this time of the year. Among the farmers word has gone out and that "progressive" farming demands the destruction of the hedges, and when the stubble is burned it seems a good time to carry out the work. Our county has never claimed exceptional beauty, but the wild roses grow well and the hedges used to be a sight. Now mile after mile of

a price, but there is such a thing as the balance of nature which we upset at our peril. Without hedges to act as wind-breaks much of the top soil will blow away on some lands. We owe much to the farmers, but they too owe something to the land. They are trustees of the English countryside. Does Mr. Grigson really want to see our unique heritage turned into a poor imitation of the North American prairies?—P. GARDNER-SMITH (Rev.), *Dilton Hall, Cambridge.*

A FEROCIOUS LEMMING

SIR,—With regard to Miss Frances Pitt's charming article of September 24 on the lemming, is it possible that this rodent's strange migratory behaviour springs from a periodical increase of a stimulant in its normal diet? There is a theory that at more or less regular periods this stimulant builds up, causing increased fertility, vitality and restlessness in the lemming, culminating in mass movement and an apparent fearlessness.

This may be a modern version of an old wives' tale. I was told by a Lapp, however, that the lemmings grow increasingly fearless as their restlessness mounts, and that predators who feed on them also tend to lose their normal shyness. This was confirmed to me by an Eskimo in April of last year, following a period of lemming activity in wild territory near where Alaska touches Arctic Canada.

Whatever the truth in this, I recall with some amusement the ferocity of a lemming I caught during a period of lemming restlessness in Arctic Lapland, near Kiruna, in April, 1938. The little creature struggled like a fiend, and when I blew a mosquito from its nose it showed paroxysms of fury.

Certainly this little creature of the sub-Arctic and Arctic wilderness is something of a conundrum.—FRANK ILLINGWORTH, *The Riding, Woodham, Woking, Surrey.*

FORK GROWN TO SHAPE

SIR,—Your readers may be interested in a photograph I took while touring Northern Spain this summer of a rather unusual type of hay-fork. This tool consists of a single unjoined piece of wood grown to the desired shape. The prongs are in the same plane and the wood itself is yellowish-white and rather hard, polished with use.

Apart from the "trained-handle" walking-sticks and thumb-sticks of



WOODEN HAY-FORK OF A TYPE FOUND IN NORTHERN SPAIN

See letter: Fork Grown to Shape

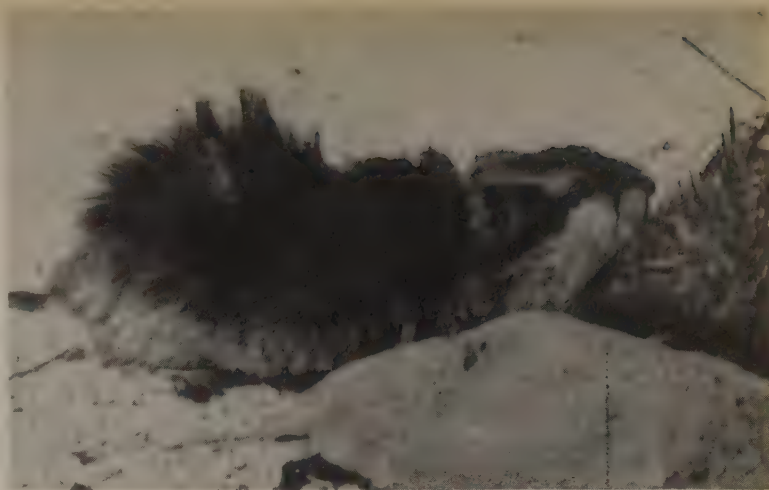
barred and blackened stumps assail the eye, and many a fine tree has shared the devouring ruin.

Are the farmers wise, even from their own somewhat limited point of view? They save a few pounds in wages for hedge-trimming, and they are plough a little nearer to the verge; but these are relatively small matters, and perhaps they might take a longer view. No hedges, no birds. No birds, no insects. Spraying can be done at



RAGDALE OLD HALL, LEICESTERSHIRE, AS IT WAS IN 1906 (left) AND RECENTLY

See letter: Demolition of an Old House



LEMMING CAUGHT IN ARCTIC LAPLAND IN 1938

See letter: A Ferocious Lemming

this country, I can think of no other article complete in itself manufactured in this way.—JOHN PRICE, 191, *Cranbrook Road, Ilford, Essex.*

HIDING THE REGALIA OF SCOTLAND

SIR,—I was interested to see the photograph of the Victorian tapestry picture illustrating the hiding of the Crown jewels of Scotland and to read your remarks about it in *Collectors' Questions* (September 17). I have a copy of the engraving to which you refer. The artist is A. Chisholm and the engraver J. Scott; the plate measures 21½ ins. by 17½ ins. I should like to learn something about the artist.—BERNARD ADAMS, *Bryanstone House, The Drive, Hart Hill, Luton, Bedfordshire.*

[We are grateful to Mr. Adams for informing us about the names of the painter of the picture and the engraver of the print of it used for the tapestry panel. Alexander Chisholm was born at Elgin about 1792. His father sent him to Peterhead to learn the trade of a weaver, but he showed an early aptitude for drawing and painting and was able to go to Edinburgh, where after a time he was appointed a teacher in the Royal Scottish Academy. In 1818 he settled in London, painting portraits, in both oils and water-colour, and historical subjects.

Between 1820 and his death in

1847 he exhibited 20 works at the Royal Academy. As recorded by Graves, the last of them, shown in 1846, was *The Minister of Kinneff and his wife concealing in the church the Scottish Regalia*—ED.]

DEMOLITION OF AN OLD HOUSE

SIR,—I enclose a photograph of Ragdale Old Hall, near Six Hills, Leicester, which as I write is now being demolished. The house belonged to Lord Basset of Drayton and passed into the hands of John Shirley, who added to the house in the 16th century.

His grandson, Sir Henry Shirley, added the projecting porch in 1629 on which is emblazoned his coat-of-arms and others connected with his family. His grandson was made a peer in 1677 and created Earl Ferrers in 1711. At his death in 1717 the hall was let to a tenant farmer, and in later years it passed to humble accommodation.

It is interesting to compare the state of the house to-day with its condition in 1906, as shown in the first photograph.—C. HULLEY, *Blanche House, Derby Road, Melbourne, Derbyshire.*

WHEN CAMBRIDGE BECAME A CITY

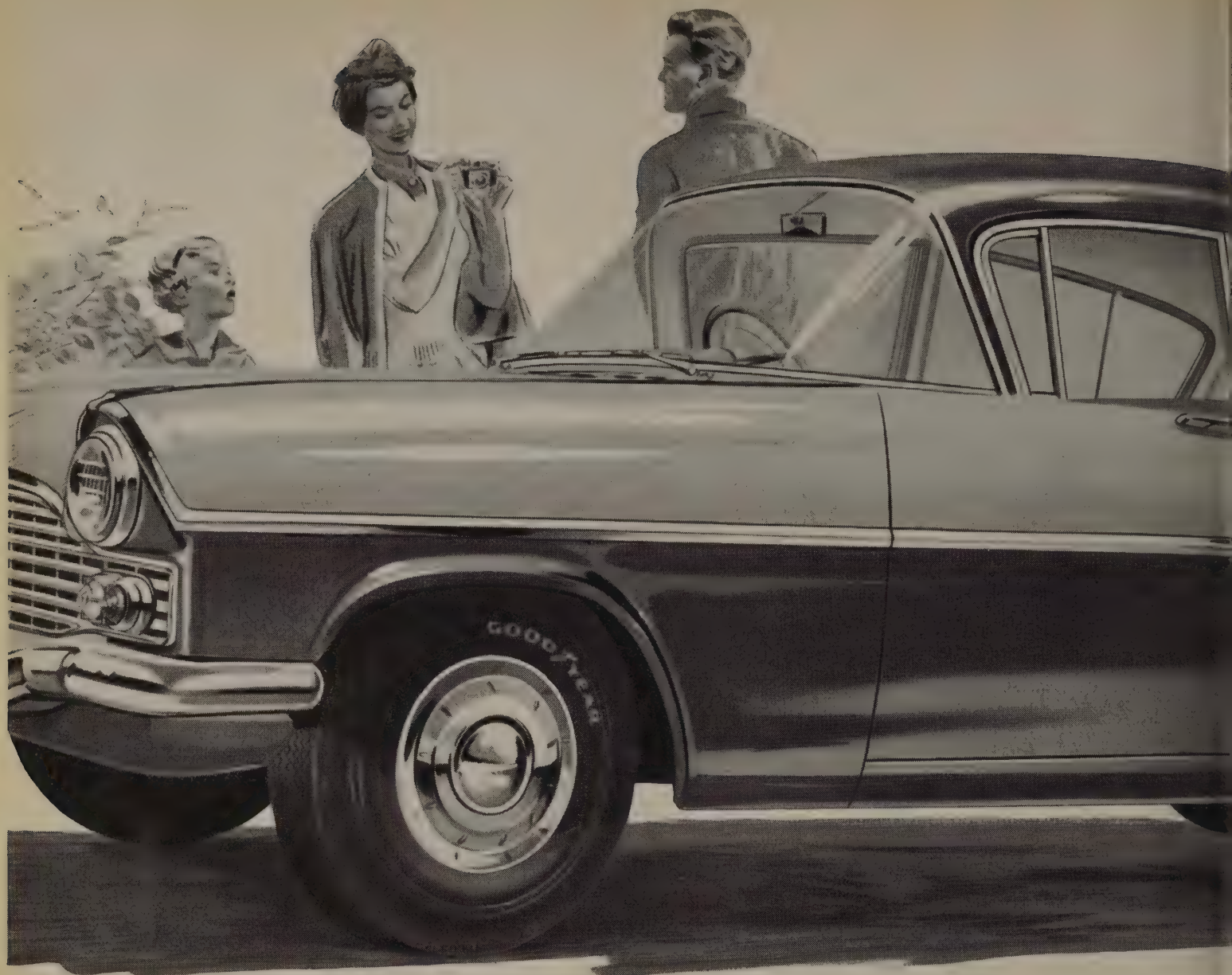
SIR,—I was particularly interested in the review of *The City and University of Cambridge* in your issue of September 10 and in your reviewer's remark that "future historians may well wonder why the Borough delayed so long (from 1616 to 1951) in making its second petition" to become a city.

I have always understood that a Bill embodying among other things an application to become a city was presented to Parliament by the Borough of Cambridge about fifty years ago. I was told by my father, Alderman H. G. Whibley, a former Mayor, that he, Sir Horace Darwin and many other leading citizens fought hard at that time to make Cambridge a city.

This part of the Bill was opposed by the county authorities, who persuaded the Member for West Cambridgeshire, Edwin Montagu (later Secretary of State for India), to lead the opposition in the House of Commons. He in turn persuaded the Irish members to vote against the Bill, which was by this means defeated.—STUART N. WHIBLEY, *Woodside Green, Bishop's Stortford, Hertfordshire.*

FROG'S ALARM CALL

SIR,—With reference to Mr. Newcombe's letter of October 8, recently a very tame blackbird made several dashes at a creature fleeing across our lawn. I was in a ground-floor room of the house and distinctly heard piteous squeaks. From the window I saw my wife chasing the blackbird from a little frog which hopped away to safety, still making noises like a frightened bird.—R. H. R. CHURCH, *Hampden Park, Eastbourne, Sussex.*



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MOTOR SHOW SUPPLEMENT

CHANGES BENEATH THE SURFACE

At first glance the exhibits at the International Motor Exhibition, Earls Court, might convince the everyday motorist that the car has changed in the past twelve months, but it is not really so. Although the largest and most expensive cars are almost unchanged in appearance, the most interesting technical changes have been carried out beneath the surface.

Starting at the top of the scale, the new Rolls-Royce and Bentley models serve to underline the basic policy of this company. While it would have been possible to increase the output of the earlier six-cylinder engine, common to both the Bentley and the Rolls-Royce, this could not have been done without sacrificing the standards of silence and smoothness inseparable from these makes. Because of the capacity of the engine has been increased from 4,887 c.c. to 6,230 c.c. It should be stressed that this has not been done to give increased acceleration or maximum performance, but to allow an acceptable maximum to be obtained without sacrificing the smoothness and silence inseparable from the world's finest car.

An advantage of the new engine, which is of 6-cylinder form, is that it did not demand major alterations to the chassis and it can be readily adapted to other chassis and body designs which will appear in the foreseeable future. The saving in weight by employment of a V8 engine, as distinct from a straight-6 type, has had the effect, essential in cars of this type, of leaving sufficient room for the components necessary to provide as luxurious a ride as possible for the passengers. For example, the heating and de-fogging system has been elaborated into a power air-conditioning system—that is, one which will refrigerate and/or dry uncomfortably humid atmospheres.

Both Bentley and Rolls-Royce have in the past used a one-shot lubrication system, which reduced the necessity of periodic attention in the service station. The latest models have abandoned this system, but matters have been so arranged that the car requires lubrication only at intervals of 10,000 miles. This in effect means that, on the average, lubrication should be required only at yearly intervals.

It is noteworthy that the French manufacturers, Facel Vega, who have previously

*The articles in this supplement are
by our Motoring Correspondent,
J. EASON GIBSON*

confined their attention to large and luxurious cars powered by the Chrysler Typhoon engine, have now produced a smaller model to be known as the Facellia. With a capacity of 1,648 c.c. the new engine is largely the work of the British engineer Harry Weslake, and it is particularly interesting that the manufacturers intend offering an alternative version with the capacity reduced to less than 1,600 c.c., so making it eligible for that class in competitions. At the time of writing the price in Britain is not known, but its price in France is less than that of many equivalent cars that have to carry the burden of import duty. In other respects the car is a scaled-down version of the larger models, and it is finished most lavishly.

Disc brakes were first used many years ago at Le Mans through the collaboration of the Jaguar Car Company and Dunlop—an occasion which was at the time described by many

writers as being further proof of the value of motor racing in assisting the development of the everyday motor-car. It has taken a long time for disc brakes to become almost common on British cars, though this is one of the improvements effected on medium-sized and medium-priced cars that tend to go unnoticed by the average motorist. It is not so much that disc brakes increase the braking power as that they reduce the likelihood of brake trouble under the severest of conditions. There are no doubt many motorists who never drive on their brakes, but it has to be remembered that approximately 50 per cent. of British cars are exported into overseas markets, where the driving style, both because of national characteristics and the road systems, is ruthless compared with the driving style of British motorists. In addition, the number of British motorists who holiday abroad is increasing annually, and for them the braking system is becoming one of the most important parts of a car's equipment. The British motorist who took his first holiday after the war in Alpine country will be among the first to agree that the standard of efficiency of the average drum brake on a British car was very low. After a day spent in traversing the Susten, Furka and Simplon Passes, most of the newcomers to Continental touring must have been very conscious of the problems of brake fade. It is in the reduction, if not the elimination, of brake fade that the disc brake proves its superiority.

There is no doubt that the outstanding feature of this year's Earls Court Exhibition is the first showing of the new small economy cars by British manufacturers, and this becomes of even greater importance when one bears in mind the potential lowering of fiscal barriers



ROLLS-ROYCE PHANTOM V, WITH COACHWORK BY PARK WARD. The new Rolls-Royce and Bentley have a V8 engine that gives greater smoothness than the previous six-cylinder one



THE LATEST MARK 2 JAGUAR. Jaguars were the first cars to be fitted with disc brakes. "It has taken a long time for disc brakes to become almost common on British cars"

throughout Europe, and also the fact that the British Motor Corporation have only recently signed an agreement with a large Italian organisation which will give them manufacturing rights in Italy and so may enable them to avoid the import duty ruling in that country.

The cars of greatest importance in this category are the new Austin 7—a revival of a famous name—the Morris Mini-Minor, the Ford Anglia and the Triumph Herald. Although the Austin 7 and the Morris Mini-Minor are similar cars, except for the radiator grilles and the manufacturers' symbols, all these cars are attempting to compete with such well known Continental cars as the Fiat 600, the Renault Dauphine and the Volkswagen. How successful the makers have been must be left to the judgment of individual motorists throughout the world, but in my own perhaps slightly biased opinion these new British cars have surpassed all their competitors. It is to some extent unfortunate that not one of these new cars incorporates the good features of all. On the Triumph Herald, for example, the grease gun has been eliminated, thus removing in one step the expensive and irksome periodic maintenance necessary on the average car. On the two cars produced by B.M.C.—the Austin 7 and the Morris Mini-Minor—the use of progressive rubber suspension has reduced one of the greatest problems facing the constructor of a small car—that is, how to bridge the difference in comfort between the occasions when the car carries the driver alone, and those when it has

passengers and luggage. On the Ford Anglia the use of a very over-square engine has made it possible to produce a car which, in theory, can be cruised more or less constantly at its maximum speed.

Many motorists can recall that in the years immediately before the war manufacturers vied with one another in attempting to produce a car for the magic sum of £100—a sum which must be translated nowadays to approximately £350. The latter figure has now been achieved; but it is of greater importance that not one manufacturer has fallen into the temptation to pare the specification and equipment to the barest minimum. Instead it is true to say that the cheapest and most economical cars available are at the same time among the most advanced.

Though medium-priced cars have been refined and modified to give greater comfort and security, by the use of disc brakes, this year's Earls Court Exhibition confirms the belief that development for the next few years will be confined to making the largest and most expensive cars more luxurious, convenient and comfortable, and to increasing the performance and stability of the smallest economy cars, while at the same time reducing the cost of running them.

One still hears bystanders and interested motorists advancing the theory that only a year or two will pass before all cars are fitted with gas turbines, or power units based on nuclear fission or on a self-energising electric cell. Although these are developments that may come in

the large-scale production of power, there are those who believe equally strongly that it will certainly be a decade before they can be efficiently employed on anything other than an armoured fighting vehicle or an ocean-going vessel.

It is unlikely that the problem of fuel consumption in relation to power produced will be solved on the gas turbine engine for many years to come. In the case of the so-called atomic car the problem of preventing passengers and passengers-by from assimilating radio-activity is one that at the present stage of development would increase the weight of any reasonably-sized car by an absurd amount. Much has been written in both technical and non-technical journals regarding the possibilities of producing power by reversing the effects produced from a normal electrical battery—that is, by using the battery to produce power, rather than as a storage power—but this system is unlikely to be employed on a car, owing to the bulkiness of the units which have so far been produced. The advocates of this system of power production have stated that it could be used in heavy lorries and rail cars, as well as submarines and space vehicles, but they have not gone so far as to suggest that it would prove practicable in an everyday motor-car.

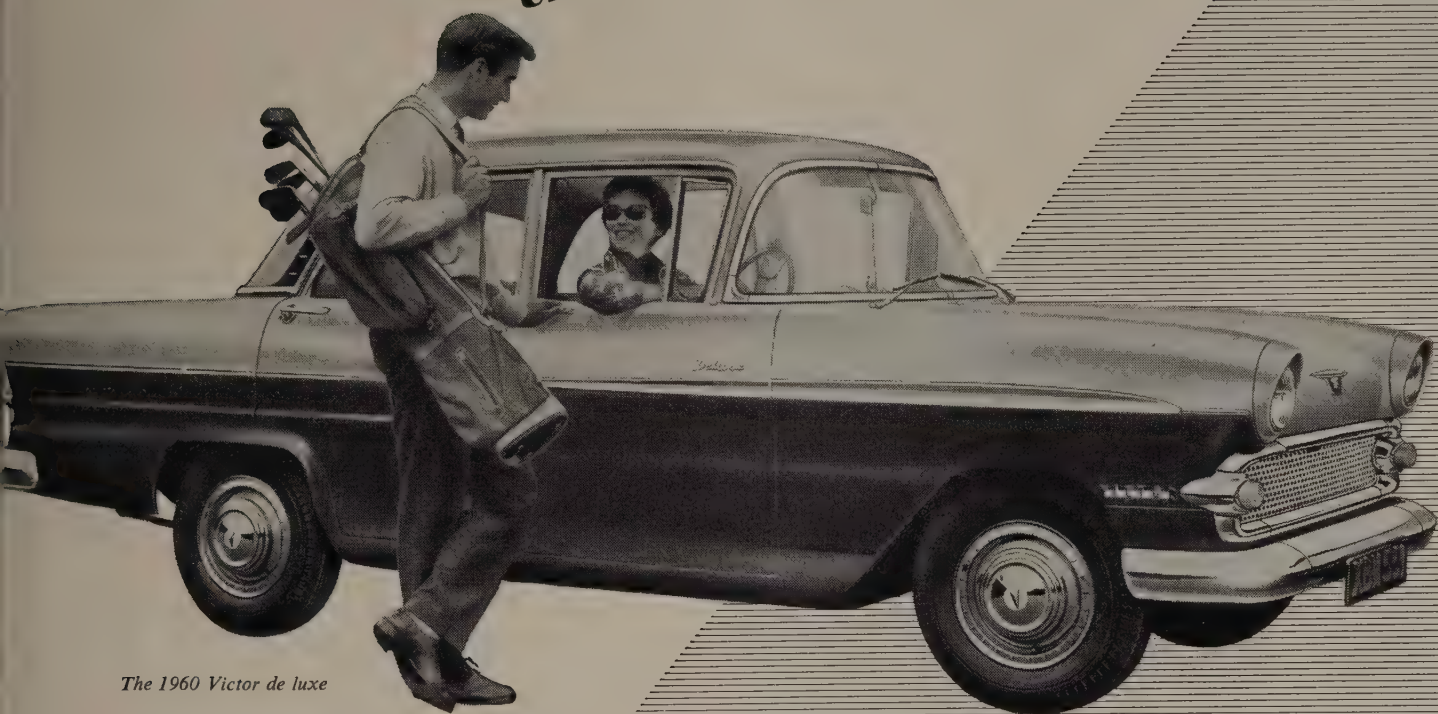
The theory behind this new source of power—the Bacon fuel cell—is that the normal process of the electrolysis of water is reversed. Efficiency in the order of 80 per cent. is said to be possible, which is much better than that obtained with the ordinary lead-acid battery, but fuel in the form of oxygen and hydrogen—the storage of which will be a problem—has to be fed in and, if the power produced is to be used to obtain motion, an electric motor must be incorporated. In simple language, all this means is that the power/weight ratio must be seriously affected, as compared with the normal heat-exchange internal-combustion engine. Most people looking from the outside think that the possibility of the fuel cell's being employed in a motor-car is even further away than the use of a gas-turbine car unit.

In the past the number of cars imported from the U.S.A. has been very limited, but the increasing interest being taken by manufacturers on the other side of the Atlantic in medium-sized cars may change this. Chevrolet, Chrysler and Ford have recently announced smaller cars than those they have previously built. These are to be known as the Chevrolet Corvair, the Chrysler Valiant and the Ford Falcon, and there is little doubt that they have been produced to offset the great successes being obtained by European cars in the U.S.A., sometimes as on



THE NEW FORD ANGLIA, WHICH HAS AN OVER-SQUARE ENGINE ENABLING IT TO BE CRUISED AT NEAR ITS MAXIMUM SPEED

Marvellous new cars... these 1960 Vauxhalls!



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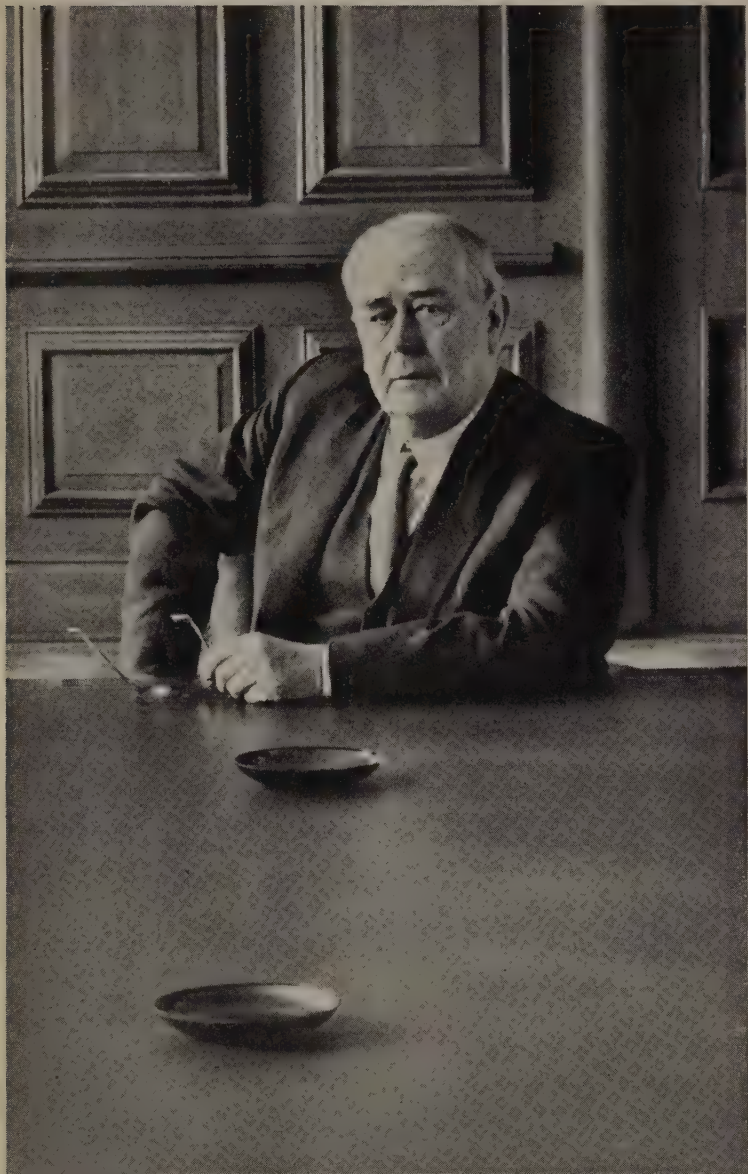
And if you need a second opinion, note these extracts from a 'Sporting Motorist' road test report by Roy Salvadori: 'I find it difficult not to sound too glowing . . . the outstanding medium-sized saloon in the low price group . . . road manners impeccable . . . handles easily and safely . . .'

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Everyone drives better in a Vauxhall

Princess



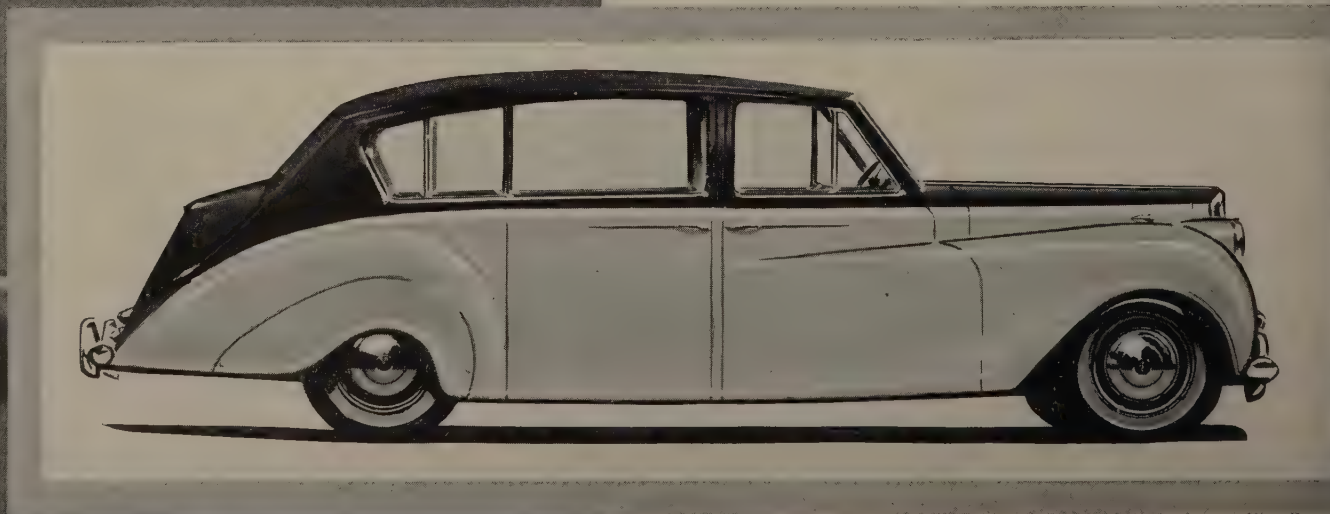
the car in a thousand
for the man in a thousand

This year, of the million or so British motor-cars that will be produced, only a few hundreds will be Princesses. And of all the men—and women—who will be buying new cars, perhaps only a few hundreds will truly appreciate this magnificent town carriage.

What separates the Princess from the rest? It is big: roomy: comfortable: and fast. It is precision engineered and has coach-built bodywork by Vanden Plas, power-steering, disc brakes and synchromesh gears. But the one-in-a-thousand quality, for which the one-in-a-thousand most values it, is its special prestige.

It is prestige without a hint of ostentation.

● Saloon or Limousine £3046.19.2 including purchase tax.



British Motor Corporation Limited, Birmingham and Oxford

ars, but perhaps more often as second family cars. I have felt for a long time that once the present high import duties are abolished or reduced, the free interchange of cars from all manufacturing countries will be of great benefit to motorists everywhere.

These new cars from the U.S.A. are designed to combine the soft and effortless feel and comfort common there with the compactness and agility of the European car. Taking the Ford Falcon as an example, one finds that the 360-c.c. engine with a power of 90 b.h.p. places it in a most popular class, although the high compression ratio of 8.7 to 1 may render it liable to pinking or roughness in certain areas where the highest-grade fuel is not available. Among the optional extras listed is automatic transmission. Although it has been in production for some time, the Studebaker Lark falls into the same category as the new Chrysler and Ford.

While the other compact cars—as they are called by their makers in the U.S.A.—are in effect scaled-down versions of conventionally designed large cars, the Chevrolet Corvair is a complete breakaway from normal U.S.A. custom. Perhaps encouraged by the way in which American motorists have bought northodox European cars since the war, the Chevrolet designers have taken a leaf out of the sketch-books of European designers. The new Corvair is only 15 feet long overall, much smaller than the average car in the U.S.A., and its modest engine of only 2,300 c.c. is used. The engine, however, is far from conventional. It is a horizontally opposed six-cylinder one and is air-cooled. The entire engine is enclosed in a metal shroud and air is circulated round it by a centrifugal blower. Having selected air-cooling, it is not surprising that the designers should imitate the Volkswagen further and fit the power unit at the rear. This does have the disadvantage that the luggage boot at the front cannot possibly be as large as would be a rear one, owing to the necessity of having to allow for the turning of the front wheels. Independent suspension is used for all four wheels,



THE NEW MORRIS MINI-MINOR, WITH FRONT-WHEEL DRIVE AND ALL-ROUND INDEPENDENT SUSPENSION

that at the rear being by swinging half-axes, such as are used on both the Renault Dauphine and the Volkswagen.

Because of the belief that air-cooled cars tend to be noisier than water-cooled ones, the makers have gone to a great deal of trouble to insulate the passenger-space from noise. The engine side of the bulkhead is faced with an inch-thick layer of glass fibre, while the passenger side is thickly covered with jute. All this is in addition to the usual spraying with sound-deadening material. With 80 brake horse power available in a car that weighs only 21½ cwt. the performance should be well in keeping with the standards set by similar European cars. With four cars now designed in this medium size in the U.S.A., and the

possibility of others to come, it will be of great interest to observe their success in competition with cars from Europe, as it will be to watch the reactions of American motorists to the unconventional Chevrolet Corvair in particular.

The sudden improvement in the cheapest cars in the world—as demonstrated by the four new British cars I have mentioned—cannot fail to cause worry regarding the future, owing to the potential congestion on British roads in only a few years. There have been occasions when British motorists bewailed the fact that such a large proportion of the total production was being exported. The situation is now reversed: most motorists wish now that more cars could be exported, to leave a few miles of road free from queues and serious congestion.


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PORSCHE

"The Most EFFORTLESS Fast Car in the World"

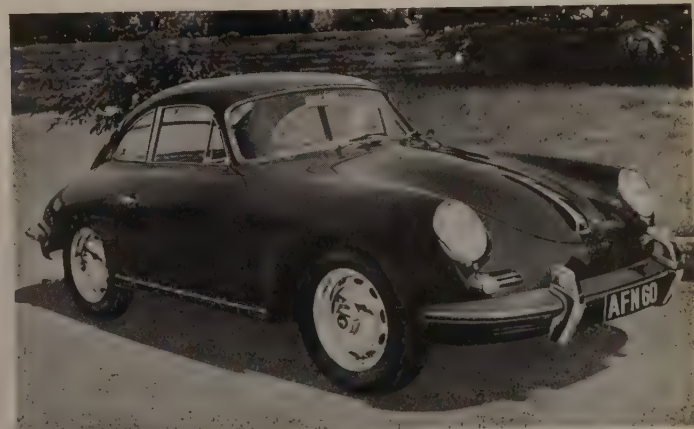
For 1960 there are no basic modifications in the specification of Porsche models, but a number of quite important improvements have been incorporated, primarily with an emphasis on safety, while technical development has not been neglected.

A word of explanation may not be out of place on the Porsche range, as at first sight it can be somewhat confusing.

There is the Roadster model, basically an open car with excellent touring hood and wind-up windows; the classic Porsche model, the fixed-head Coupé; the Hard-top and lastly the Cabriolet—in the case of these two models the hard-top and cabriolet head are detachable, and owners can, therefore, also have the alternative type of top for each model.

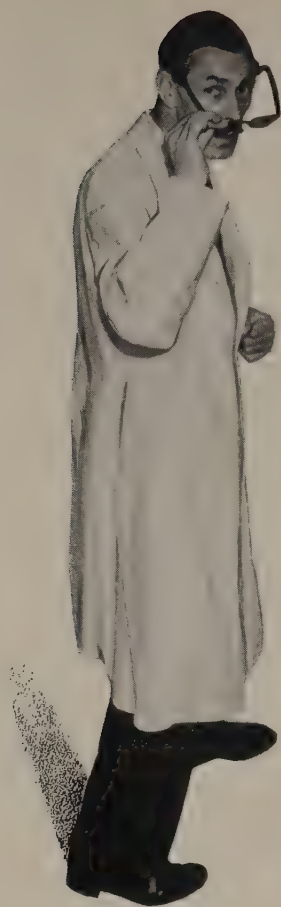
On the engine side, the "Standard" (70 b.h.p.) and "Super 75" (88 b.h.p.) specifications are continued, while there is now the new "Super 90" version of the famous engine unit, developing 102 b.h.p. at 5,500 r.p.m.

Each of these types of engine is, therefore, available with any one of 4 bodies, all of which, incidentally, are built to the highest standards of quality, superbly finished and lavishly equipped as standard with several items which are extras on most cars.



See the latest models on our Stand (No. 122) at Earls Court
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Took us years.

Actually planned for 1963.

Different approach to petrol.

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*In other words, when you use
Esso Golden, you feel you are driving
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STAND-TO-STAND REVIEW

THE Earls Court Motor Exhibition is nowadays largely a spectacle for the non-buying public, as most of the large manufacturers announce new models at a time arranged to suit their own economy best and when the maximum level of publicity can be obtained.

For many years larger manufacturers have found that much of the value of the show was lost to them, because all were announcing their future programmes more or less at the same time. This year, however, the fairly recent announcement of particularly interesting cars will probably cause thousands to flock to Earls Court, as only a very small proportion of the buying public has so far had an opportunity of seeing the new cars.

Although certain medium-sized cars have been improved in details, and in some cases increased in capacity and power, the centre of attraction at the Exhibition for most people will be the stands of Austin, Ford, Morris and Triumph, all showing their new economy cars, each of which has many points of both technical and practical interest to all motorists.

These small cars in particular suggest that there are successful days ahead for the British motor industry. It is encouraging that the organisers of the Exhibition have relaxed their previous attitude, which prevented the showing of successful racing cars. There must be many motorists who, even if they are not enthusiastic enough to attend many motor races, will welcome the opportunity of seeing at least some of the British cars that have brought every important title in international racing to this country. The two exhibits of greatest interest are the sports/racing Aston Martin, which won the World's Sports Car Championship, and an example of the Formula 1 Cooper, a make which has won both the Formula 1 and Formula 2 World's Championships, and will possibly be instrumental in winning the World's Drivers' Championship. This latter title will, indeed, almost certainly be won by either Jack Brabham or Stirling Moss on a Cooper.

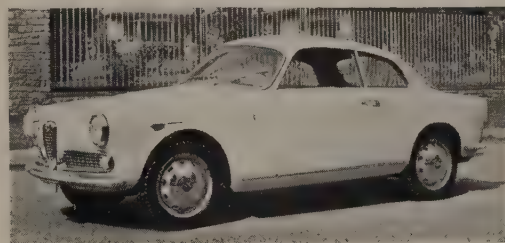
For many years British motorists have become accustomed to experiencing a slight shock when passing exhibits from the U.S.A., but the showing of the new compact cars from Chrysler, Chevrolet, Ford and Studebaker has changed all that. These cars are built primarily to counter the success of European cars in the U.S.A., but it will be interesting to see what proportion of European motorists will wish to purchase them, once the free exchange of goods between countries becomes possible.

A.C. Stand 145.—Both the Ace and Aceca models are continued, but the interesting feature of this firm's exhibits is the new Greyhound saloon. Though the Greyhound bears a close resemblance to the Aceca coupé, the wheelbase has been extended by 10 ins., thus giving accommodation for four people within the two-door saloon body. The chassis specification follows the lines of the models already known, except that independent coils are used at the rear, and the engine used will be the two variations of the Bristol unit already successfully tested on the other models, in conditions that include international competitions. The Bristol engine is available with different power outputs, so that the owner can buy exactly the performance he requires. As the overdrive ratio is 3.2 to 1 the car should have a high and effortless cruising speed. The return of these makers to the family-saloon market will be interesting to watch, as their experience with sports cars will undoubtedly have taught them how important attention to detail can be.

Alfa-Romeo. Stand 151.—This Italian make, which is becoming increasingly known on British roads, appeals particularly to the motorist interested primarily in driving as a pleasure, and it has to be agreed that it has less appeal for the passenger. To some extent this is due to a national characteristic, which causes many Italian designers to regard the actual efficiency of the car, in terms of performance and agility, as much more important than secondary considerations like silence and smoothness. Apart



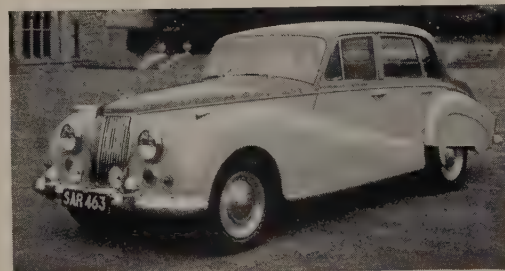
A.C. ACECA



ALFA-ROMEO GIULIETTA



ALVIS 3 LITRE



ARMSTRONG-SIDDELEY



ASTON MARTIN DB4



AUSTIN CAMBRIDGE



BENTLEY S.2

from the models of the Giulietta already known in Britain, a completely new version is being shown, known as the Giulietta Speciale. Although intended primarily as a competition car, and therefore more powerful than its sister cars, it is worthy of study as being typical of the purity of line possible when ornamentation and embellishment are eliminated: they are not required on a competition car, as they increase the weight and wind resistance. While the engine capacity is only 1,290 c.c. the extremely high power output of 100 brake horse power is obtained, and to take full advantage of this power a five-speed gearbox is fitted.

Alvis. Stand 121.—The models shown by Alvis show no change from those seen last year. The car is available with both saloon and convertible bodywork, on a common chassis with a 3-litre six-cylinder engine. The body style is simple and elegant, as one would expect with a car developed from an original design by Graber, of Switzerland. As the Alvis is a limited-production car, it should be easier for individualistic motorists to have slight modifications made during construction to suit their personal convenience. Although not many of these cars are to be seen on the road, it is apparent that those seen have been purchased by discerning motorists.

Armstrong-Siddeley. Stand 133.—The present six-cylinder 4-litre Star Sapphire model of the Armstrong-Siddeley represents a considerable advance on its immediate predecessor, especially as regards refinement and a general air of luxury. The Borg-Warner system of fully automatic transmission is used and power-assisted steering is also employed. The front brakes are of Girling disc type. A feature usually found only on the most expensive cars is the provision of a separate heating and demisting system for the rear compartment, which includes demisting of the rear window. Although the Star Sapphire is a high-speed car, the maximum torque is given at only 2,000 r.p.m., which means that the low-speed acceleration and hill-climbing on top gear will be exceptionally good. Long-distance experience of the car shows it to be a remarkably untiring one to drive, and to a great extent this is because of the obvious trouble taken to prevent draughts and to eliminate wind roar and other tiring noises. The power assistance of the steering, in conjunction with well-controlled suspension, makes the car easy to drive despite its being well over average dimensions.

Aston Martin. Stand 140.—The Aston Martin DB4 was introduced at last year's Exhibition. Although not many have yet been seen on the roads of this country, many have been exported. A modified version of it has been raced, and a development of that car has been put in production and will be seen publicly for the first time at Earls Court. The model introduced last year had a power output of 240 b.h.p., whereas this latest version can produce 302 b.h.p. This great power implies that the car is primarily meant for competitive use, and this is underlined by the car's theoretical maximum speed of 170 m.p.h. As all production Aston Martins use the same basic engine as the factory's sports/racing cars, reliability can be taken for granted. It is of interest when discussing cars of this type to bear in mind that Aston Martin has been the most successful make in international competitions, as is shown by their winning of the World's Sports Car Championship.

Austin. Stand 107.—The wide range of cars produced by Austin will tend to be disregarded by many visitors to Earls Court, as attention will certainly be focused almost entirely on the new Austin 7, which is already achieving great success in the markets of the world. This new economy car has independent suspension of all four wheels, front-wheel drive and progressive rubber suspension. In spite of its modest overall dimensions the passenger accommodation is greater than on many larger cars. This has been made possible partly by the use of front-wheel drive, and to a greater extent by mounting the engine transversely across the

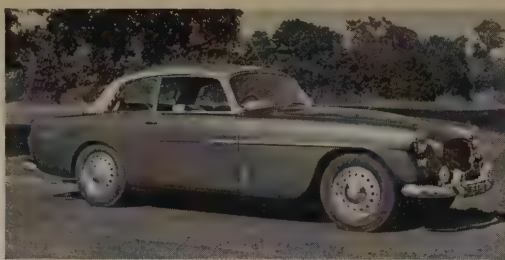
frame and using the engine sump to contain the gearbox and transmission. In addition the use of specially small wheels means that valuable passenger space is not wasted by wheel arches. The progressive rubber suspension means that both comfort and stability with the driver alone aboard are little different from when a full load is being carried. Shortly before the show the economy of this model was demonstrated in an R.A.C. observed run around Britain, in which an average of 62 m.p.g. was obtained. Although the car was driven by an expert in driving for economy, this test remains an excellent indication of the low cost of running the Austin 7. In addition to the new Austin 7, the latest version of the Austin Princess is shown. Both the technical specification and the body lines are similar to the A99, but the internal furnishing and trimming have been done by the associated coachbuilding firm of Vanden Plas, thus providing a more luxurious version.

Bentley. Stand 137.—The associated firms of Bentley and Rolls-Royce introduce new models at infrequent intervals. The reason for the new models to be seen this year is that further development of the existing engine would have meant the loss of the silence and smoothness associated with the names. The new engine is of V8 formation with a capacity of over 6 litres, which means that ample power is obtained without a high compression ratio or other aids to high power output. The use of a V8 engine has saved an appreciable amount of room, compared with the previous six-cylinder engine. In appearance the new car is almost indistinguishable from last year's version. Included in the specification is a most elaborate air-conditioning system, which can include full-scale refrigeration and air-drying to counteract excessive humidity. Automatic transmission is used, and both the steering and the braking are power-assisted. Another new model, the Phantom V, is shown, which takes the place of the previous Silver Wraith. This model could be described as the "state occasion" model.

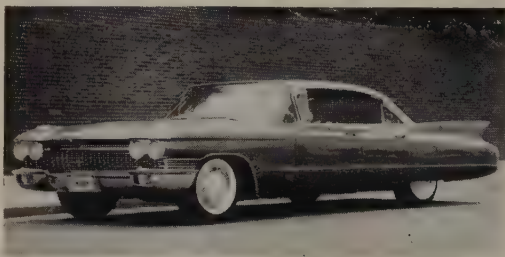
Berkeley. Stand 91.—Since last year's Exhibition the previously fitted three-cylinder Excelsior engine of 492 c.c. has been replaced by the two-cylinder Royal Enfield engine, with the greater capacity of 692 c.c. This has raised the power available on this little economy car from 30 brake horse power to a minimum of 40 b.h.p., although on the more highly tuned version 50 b.h.p. is provided, which gives the small two-seater a useful performance. As it is the product of a small-production firm, the Berkeley's price is high in relation to the general practicality of the car. For most purchasers the Berkeley will tend to be a stepping-stone from a motor-cycle, or a motor-cycle and sidecar.

Borgward. Stand 153.—A stranger to the Borgward, on first trying the seating and inspecting the car, or better still driving it, could be forgiven for doubting that it was fitted with an engine of only 1½ litres. The roominess of the bodywork and the near-luxury of all its fittings and equipment, as well as a surprisingly high performance, give every impression that a much larger engine is being used. Though the lay-out of the suspension is conventional, the Borgward has especially good road holding. Like all but the cheapest German cars, the Borgward is fitted with Reutter adjustable seats, which allow the driver and passenger to recline, and no great effort is required to set the seats, as they are spring-loaded most effectively. Partly because of high gearing the fuel consumption is higher than one might expect.

Bristol. Stand 147.—The Bristol company are showing three 406 models, which were in fact first shown at Earls Court in 1958. The changes between the 406 and the earlier 405 model are, however, very important. All four wheels are braked by Dunlop servo-assisted disc brakes. In addition, the engine is now of 2,216 c.c. in place of the previous version of a few cubic centimetres under 2 litres. The extra capacity has not been used primarily to give a higher speed, but rather to give better torque at low engine speeds. The luggage boot occupies the entire tail of the car, and in addition extends into the two rear wings. The final gear ratio is such that over 90 m.p.h. can be theoretically regarded as the safe cruising speed. Not only do the disc brakes give more efficient braking and freedom from



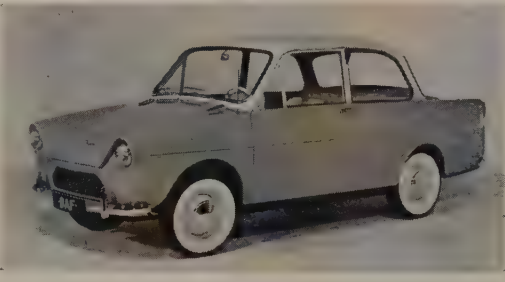
BRISTOL 406



CADILLAC



CITROEN DS19



DAF



DAIMLER SP.250



D.K.W.



FACEL VEGA

fade, but the servo-assistance reduces the physical effort required and in consequence makes the car much less tiring to drive for long distances.

Buick. Stand 115.—Once again details were not available of the new Buicks at the time of going to press, but there is little doubt that this make will follow the pattern of previous years, in providing a supply of power far in excess of that normally used by motorists in the U.S.A. This ample reserve gives such cars as the Buick great powers of acceleration, and the attention paid to carburation in the U.S.A. means that the fuel consumption will be appreciably better than might be thought. Power assistance of both brakes and steering is provided, and automatic transmission makes driving the car an effortless task. Despite the big overall dimensions of the Buick, the actual passenger space is not noticeably greater than on many British cars, except as far as width is concerned. Perhaps one of the best features of cars from the U.S.A. is that the luggage accommodation is in proportion to the passenger load that can be carried.

Cadillac. Stand 102.—With an overall length of nearly 19 ft., the Cadillac exemplifies the tastes of many motorists in the U.S.A., and shows the lengths to which constructors go to reduce the driver's task to the minimum. Power-assistance is used for steering, braking, seat adjustment and operating the windows, the transmission is fully automatic and the radio is self-tuning. The engine is a V8 with a capacity of 6,393 c.c. and a maximum power of 325 b.h.p. This power seems a little unnecessary, especially when one remembers that many roads in the U.S.A. are subject to low speed limits. With the exception of the flamboyant front of the latest Cadillac, its general appearance suggests that efforts are being made to improve it up to European standards.

Chevrolet. Stand 124.—In common with Chrysler and Ford, Chevrolet have also produced a new car to serve what is now described in the U.S.A. as the compact-car market—in other words, to combat the success of European cars in their country. While the Ford and Chrysler are smaller than previous cars from these firms, their specification is conventional; but the Chevrolet Corvair breaks completely new ground for the make. An air-cooled rear engine is used, following the style laid down by many Continental builders. The wheelbase is only 9 ft. and the overall length 15 ft., very like a British car. The use of a rear-mounted engine means, of course, that the luggage-boot capacity is limited by the necessity to allow room for the front wheels, the front suspension and the heating system. The engine is highly unconventional for that of a car built in the U.S.A. It is an air-cooled flat six-cylinder one with a capacity of only 2,996 c.c., which suggests that its power output, while ample for European-minded motorists, will be much less than the figures one usually thinks of in connection with cars built in the U.S.A.

Chrysler. Stand 119.—The most interesting product of the Chrysler Corporation is the new Valiant model. This can be broadly described as Chrysler's answer to the medium-sized European car, which is having a notable effect on the retail market in the U.S.A., and at the same time is causing designers to think furiously. The overall length of 15 ft. 4 ins. is an appreciable reduction from the dimensions usual on cars from the U.S.A. An interesting feature is that on the standard model, which has a synchromesh gearbox, the makers have reverted to a gear lever fitted to the floor. The manufacturers claim that a fuel consumption of 25 m.p.g. can be obtained, thus placing their new model in the same category as to running costs as many British cars. A lesson has been learnt from Germany, and the six-cylinder engine is placed 30 degrees from the vertical, thus allowing a more efficient inlet manifold to be used and at the same time lowering the bonnet line and giving better visibility.

Citroën. Stand 131.—Although the current models of Citroën were shown previously, and many have been seen on Continental roads by British tourists, it still remains one of the most advanced cars and worthy of the closest



Presenting

THE NEW 2.4, 3.4 AND 3.8 LITRE

Mark 2 JAGUAR

MODELS

...with over 30 important new luxury and safety features which you, the motorist, have asked for

The overwhelming majority of motorists today show greater concern for enhanced driver and passenger amenities than for higher performance which, so far as Jaguar is concerned, is already claimed by public and press alike as being not merely adequate but exceptional.

High on the list is the demand for maximum all-round vision, and in the Mark 2 Jaguars this demand has been met by the introduction of slim pillars, semi-wrap-around windscreen, greatly enlarged rear window and an all-round increase in window area, resulting in 18% increase in visibility.

The demand for full-view legible instruments and easily reached instrument panel controls is equally insistent, and on the Mark 2 Models will be found the most practical and efficient instrument panel layout to be found on any car today, with matched and grouped dials and switches as customary in aircraft practice. No refinement that could contribute in even the slightest degree to safety and comfort has been omitted from these new Models. Interior heating is now carried to the rear compartment; windscreen washers now electrically controlled give instant response; a warning light indicates any drop below the safety

level of brake fluid; arm rests have been redesigned and repositioned; courtesy lights are now actuated by the opening of any of the four doors; ashtrays abound and are conveniently sited; the cigar lighter orifice is illuminated to make its replacement easy after use; the glove locker, too, has its own interior illumination. There is a finger-tip controlled headlamp flasher independent of the foot-operated dip switch. Door locks are shielded to obviate freezing up in the winter. These and a score of other refinements ensure that the Mark 2 Jaguars represent the most advanced and lavishly equipped high performance luxury cars ever to be presented by a Company whose standards are acknowledged to be amongst the highest in the world.

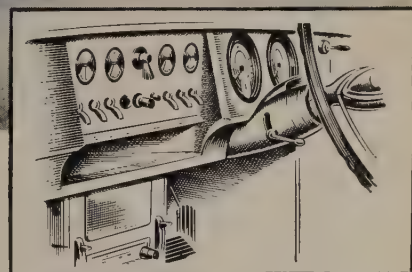
MARK 2 MODEL PRICES

	Basic Price	P.T.	Total
2.4 models from	£1,082.0.0	£451.19.2	£1,533.19.2
3.4 models from	£1,177.0.0	£491.10.10	£1,668.10.10
3.8 models from	£1,255.0.0	£524. 0.10	£1,779. 0.10

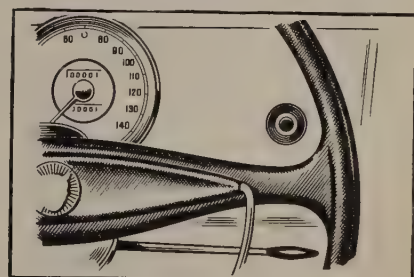
(with Powr-Lok differential)

STANDARD MODEL PRICES

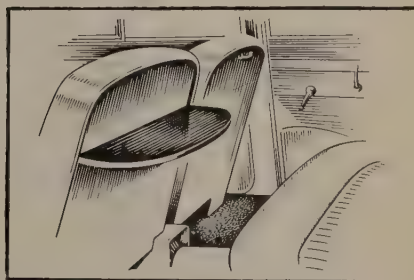
2.4 models from	£1,019.0.0	£425.14.2	£1,444.14.2
3.4 models from	£1,114.0.0	£465. 5.10	£1,579. 5.10



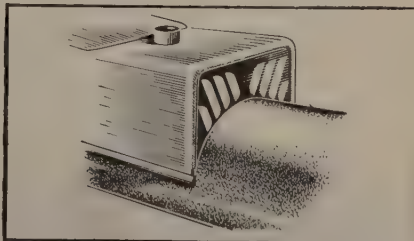
NEW. Functional efficiency is the keynote of the instrument panel. Every dial in plain view, all switches marked, standardised and grouped within instant reach.



NEW. Before the driver's eyes is the "safety eye" which warns of any drop below the safety level of brake fluid. Note, too, the "straight ahead" siting of the speedometer.



NEW. Passengers will appreciate the convenient folding tables which remove the hazards from taking refreshment within the car.



NEW. Rear compartment heating has received close study and an even spread of warm air is now ducted at floor level to passenger compartment.

The New Mark 2 Jaguars have Dunlop race-proved Disc Brakes on all 4 wheels

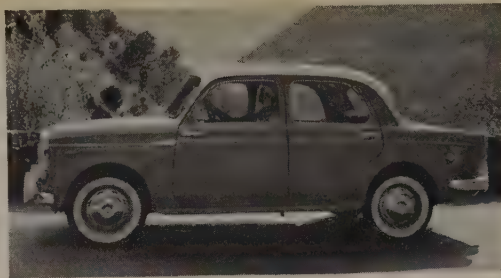
THE EXISTING MARK IX, XK 150, 2.4 AND 3.4 LITRE MODELS CONTINUE WITHOUT CHANGE

STAND 134 EARLS COURT
London Showrooms 88 PICCADILLY W.1

inspection. Although the Citroën is much bigger than the new B.M.C. economy cars, certain of its features are common to them—that is, front-wheel drive and the placing of the wheels at the extreme corners of the car, thus eliminating overhang and allowing every inch of the car to be usefully employed for passenger space. While the B.M.C. cars employ progressive rubber suspension, the Citroën uses oleo-pneumatic suspension, in which is incorporated an automatic corrector that retains the car at a constant height in relation to the road. As a result of this system the Citroën probably gives the passengers a more level ride than is offered on any other car. The visibility of the Citroën is so good that it can almost be described as equal to that of an open car: in fact, the appearance of the Citroën suggests an open car with weather protection added.

Cooper-Climax. Stand 98.—On this stand the organisers of the Exhibition themselves are showing the Cooper-Climax racing car, which has already, although the full season is not yet finished, won the Constructors' Championship of the World in both Formula 1 and Formula 2. The fact that these important titles have already been awarded—with one race still to be run—is a measure of the supremacy of both British cars and drivers in international events. Visitors to the show with but little interest in motor racing are recommended to study this exhibit with some care, as it is an indication of the lines which all progressive designers must follow.

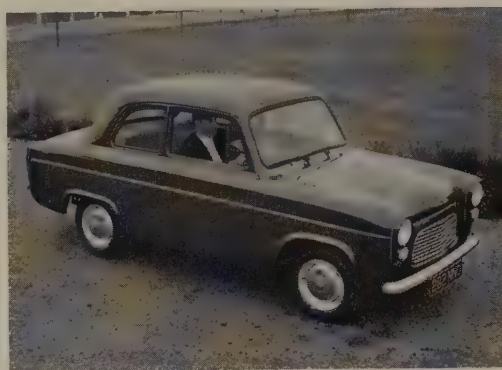
Daimler. Stand 120.—The outstanding exhibit on the Daimler stand is undoubtedly the new 2½-litre Dart model, which employs a completely new V8 engine. Not only is the engine and chassis specification of great interest, but the price, including purchase tax, is surprisingly low. This new model deserves a good reception from all motorists interested in a two-seater car of sporting character. A power output of 140 b.h.p. is given at 5,800 r.p.m., and it is claimed that this gives a timed maximum



FIAT 1100



FORD FALCON



FORD POPULAR

speed of 120 m.p.h. In standard form the Daimler Dart—or SP.250—is sold in open form but a detachable hard top can be supplied. The maker's figures for performance and fuel consumption—the car has not yet been tested independently—are most encouraging, with estimated speeds on third and second gears of 100 and 73 m.p.h. respectively, and suggest a most outstanding performance. The well-known Majestic model of 3.8 litres is continued in unchanged form, along with the larger DK 4-limousine.

Dodge. Stand 105.—The firm of Dodge, one of the ancillaries of the Chrysler group, in design and lay-out the car follows the normal style of models from the U.S.A. While the actual passenger compartment is little bigger than that of many British cars, the long bonnet and gigantic luggage boot make the overall dimensions very great. Following normal practice in the U.S.A., the car is offered with either a synchromesh gearbox or fully automatic transmission. Most purchasers tend to buy the latter more expensive version, although there appears to be a tendency in the U.S.A. for motorists' taste to revert to the simpler transmission system.

Electron. Stand 154.—This small production make is offered in three versions, including one which can be supplied in a "do-it-yourself" kit. The fastest model, an open two-seater, is supplied with the well-known Coventry-Climax engine, similar to that used in certain sports racing Coopers and Lotus. All models are fairly simple two-seaters, and the luggage accommodation is limited for motorists other than young enthusiasts. Examples of the make have been raced in minor club events with some success and it has also appeared in the R.A.C. Rally.

Facel Vega. Stand 101.—This interesting French car of international appeal—over 65 per cent. of last year's production was exported—continues in relatively unchanged form. The two models shown are the HK 500 and the Facel Vega. Both models are available with

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THREE LITRE SALOON & DROP-HEAD COUPÉ

Coachwork by Park Ward

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Saloon - £2,827.7.6 INC. P.T.

Drop-head Coupé - £3,110.14.0 INC. P.T.

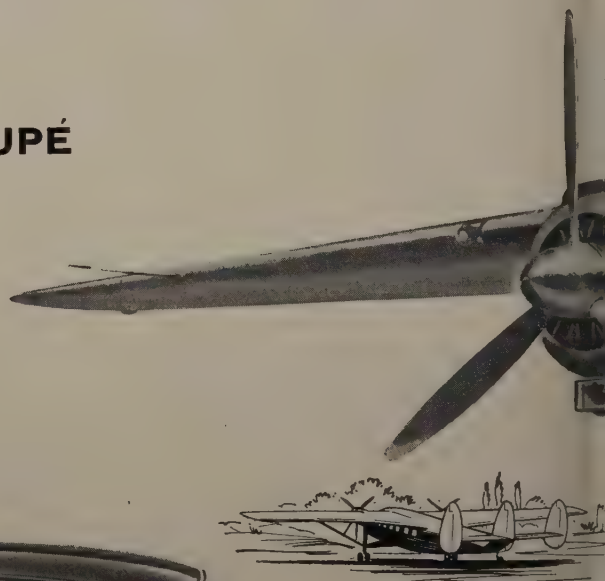
Borg Warner transmission available as an extra



STAND No 121 EARLS COURT



ALVIS OF COVENTRY



"Take a car...any car"

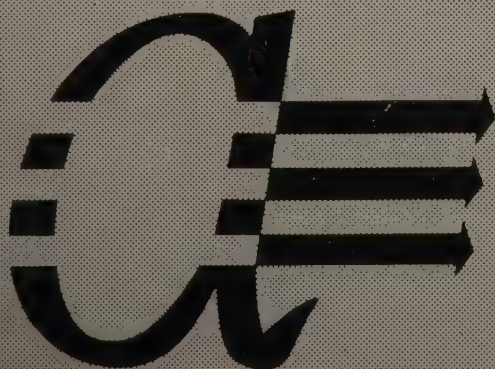


STAND NOS.

348**351****362**

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LEADING MANUFACTURERS OF COMPONENTS FOR THE MOTOR INDUSTRY

THE NEW 80

THE NEW 100

THE 3 LITRE

The three ROVER cars for 1960

THE NEW 80

This, a more powerful successor to the Rover 60, has the new Rover 4-cylinder 2½-Litre engine. All-round performance has been substantially improved. Like its predecessor, the '80' is a remarkably capable, even-tempered car with a strong appeal for those who seek really comfortable, reliable family motoring. Front wheel disc brakes are standard equipment.

Price including overdrive
£1365. 7. 6 (inc. P.T.)

THE NEW 100

The Rover 100 replaces the highly-successful '90' and '105' models and is in fact a development of them. It has even more smoothness than the '90' and a performance comparable to that of the '105'. The Rover 100 has an entirely new 2.6-Litre sloping head engine, with a 7-bearing crankshaft first developed for the 3-Litre. Front wheel disc brakes are standard equipment.

Price including overdrive
£1538. 4. 2 (inc. P.T.)

THE 3 LITRE

The Rover 3-Litre—announced a year ago—won immediate acceptance. No one feature dominates your impression of this outstanding car. Rather do you remember a particularly satisfying sense of balance between its many fine qualities. The 3-Litre continues virtually unchanged. Front wheel disc brakes are now standard. With conventional gear box £1715. 5. 10 (inc. P.T.) With automatic transmission £1864. 0. 10 (inc. P.T.)

permutations of the optional extras provided for each, with the result that the main difference between the two can be said to be the extra wheelbase of the Excellence, which allows it to be a full four-seater. The HK 500 is a coupé of great luxury for two people, with occasional seats in the rear. The engine used is a Chrysler V8, which gives a power output varying between 335 and 360 b.h.p., depending on the carburation system employed. On the most highly tuned of HK 500 models a theoretical maximum speed of 150 m.p.h. is obtainable, and the acceleration is entirely in keeping with such speed. The internal finish and equipment are of the highest standard, and are more reminiscent of British specialist coach-building than of a pressed-steel body. A last-minute addition to the Facel range was the new Facellia, which employs an engine of just over 1,600 c.c. of British design. The same luxurious standard as the larger models is maintained.

Fiat. Stand 129.—This well-known Italian make is finding new friends among British motorists, and although examples of the latest 1800 model have not yet been seen in Britain by the general public, its appearance at Earls Court would attract considerable attention. While retaining much of the traditional character of the Fiat, this latest model in some respects is more suitable for the British driver, who is, perhaps, less inclined to use the gearbox to the full than is the habit among Italian drivers. The impression of toughness and strength that one has when driving a Fiat is justified, as the cars are well tested under the hardest conditions. Although the Italian line is becoming more general, inspection of the cars shown will reveal that the Italian maker retains his individualistic flair for producing attractive bodywork. Clever design has made it possible for the 1100 Fiat and the newer 1800 to be satisfying to a wide variety of motorists.

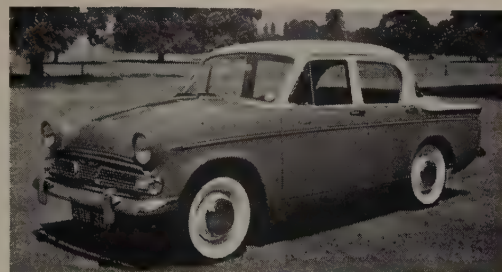
Fiat-Abarth. Stand 93.—The British concessionaires for this small-production Italian car are showing it for the first time in Britain. Although derived from Fiat components, the Fiat-Abarth bears little resemblance to its ancestor, but as it is a very specialised sports car its various versions are related to the Fiat models, from which they are derived. The Fiat-Abarth, therefore, is offered in 500, 600 and 1,100 c.c. versions. As two of the models are fitted with engines at the rear, luggage space is extremely limited; one might almost say that to British eyes the luggage space is non-existent.

Ford. Stands 103/104.—Two of the Ford exhibits will attract considerable attention: the new Popular—in effect, a simplified version of the previous Anglia—which is now the cheapest car on sale in Britain; and the new Anglia. The latter is a completely new design, as far as engine, chassis and bodywork are concerned. The bore of the engine is almost twice the stroke, the figures being 80.96 by 48.41 mm., and this has the effect of reducing the piston speed to such an extent that the car's maximum speed can almost be regarded as the cruising speed, road and traffic conditions allowing. For the first time for many years Ford engineers have used a four-speed gearbox, which will certainly enable the performance to be used to the full when desired. The rear window is set at a reversed angle: this has the advantage that it should be kept clear of rain and wind-borne dirt, and in addition head and shoulder room for the rear passengers has been noticeably increased. One must await a road test with impatience; but the manufacturers claim that performance, consumption and stability are better than on any other car of the same capacity and price.

Goggomobil. Stand 111.—The two-cylinder two-stroke engine of the Goggomobil has a capacity of only 688 c.c., and yet succeeds in propelling this little German car most satisfactorily. It can be had in saloon, coupé and estate-car versions. An interesting feature is that the four-speed gearbox is fitted with the Porsche system of synchromesh, which gives smooth and easy changes. Although the car was first designed and produced to give outstandingly economical running, other features have not been neglected, and average speeds of around 60 m.p.h. can be maintained over long distances. The appearance and standard of finish are such



HEALEY SPRITE



HILLMAN MINX SALOON



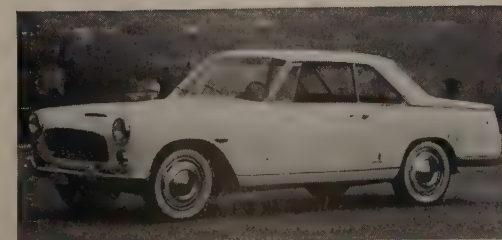
HUMBER SUPER SNIPE



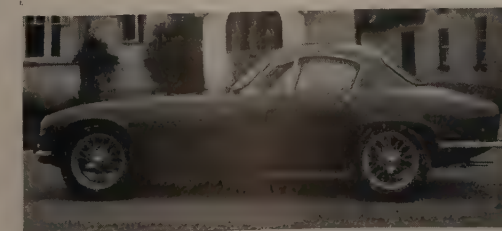
JAGUAR MARK II



JENSEN 541R



LANCIA FLAMINIA



LOTUS ELITE

that one does not get the impression that the car has been skimped to keep down the price.

Healey. Stand 99.—The large Healey and the Healey Sprite have been paid the compliment of being two of the most popular cars among sporting drivers anxious to enjoy a little mild competition motoring, and because of this the owner wishing to use one for more mundane reasons is unlikely to find it unreliable. The Sprite model is interesting because of the punt-like frame used as the basis of a very rigid construction, and the manner in which the bodywork is used to add strength. Following the custom established with the first Healey, many of the components are common to different B.M.C. products. Apart from minimising production costs, this helps motorists far from the factory to find spare parts more easily. As many of the components on the Sprite are also used on the Morris Minor, it is not surprising that the Sprite feels rather as if it were the sports version of the latter car. The soundness of the Sprite has been shown in several races, as well as in the arduous Liège-Rome-Liège rally, in which it won its class.

Hillman. Stand 114.—The latest Hillman is of great interest, as it is the first flow-production car of its size to be fitted with automatic transmission, thus eliminating both the clutch pedal and the gear lever. The method used on the Hillman is to employ two couplings packed with special powders, which, when magnetised by having an electrical current passed through them, solidify and form the drive. Interruption of the electric current frees the couplings and changes the gears without any snatch or loss of smoothness. A modified engine giving slightly more power has been fitted. The performance has been improved, and driving has been made easier and less tiring. The popular Hillman Husky, which has a wheelbase 10 ins. shorter than the Minx, is continued. The Husky, because of its short wheelbase and even weight distribution, has remarkable adhesion on poor surfaces and can pull through muddy stretches where other cars would be suffering from severe wheelspin.

Humber. Stand 108.—The latest Humber Super Snipe has an engine increased in capacity from 2,651 c.c. to 2,951 c.c.—an increase obtained by enlarging the dimension of the bore, which was previously equal to that of the stroke. This will reduce the piston speed, and so will theoretically improve the high-speed reliability. The increase of capacity has been allowed to give only six more b.h.p., making a total of 129 b.h.p., but greater torque is obtained than before and at a lower engine speed, which will improve low-speed pulling on top gear. The standard car is fitted with a three-speed synchromesh gearbox, with overdrive on second and third gears; Borg-Warner automatic transmission is available as an optional extra. Most purchasers of the Humber, like motorists in the U.S.A., seem to prefer the automatic transmission. The estate-car version of this car is almost more popular than the de luxe saloon; it is unlike many estate cars in that it avoids an impression of utilitarianism. All Humber models are alike in having a very long gait, which makes them untiring on long trips for both driver and passengers.

Isetta. Stand 138.—In addition to the Isetta shown on this stand there are two examples of the German-built B.M.W. economy cars at Earls Court. All three are typical of the Continental approach to real economy motoring, but as a result they provide less than is regarded as the minimum acceptable by the majority of British motorists. Experience has shown that while the Isetta is intended for economical utilitarian transport, it will stand up to long periods of hard driving at speeds much higher than were probably visualised, by its designer.

Jaguar. Stand 134.—Although Jaguar have in the past offered alternative engines in the same basic car, the new Mark 2 carries this principle further. This new model offers three different engines: a 2.4 litre, a 3.4 litre and a 3.8 litre. The result is that the same basic car can provide three different grades of performance. The car bears a close resemblance to the previous 2.4- or 3.4-litre model, but expensive

modifications have been carried out. Extensive retooling in the factory has made it possible for the window space to be increased by an amazing amount, without the car's losing its attractive lines. Windscreen, windows and rear windows have all been increased in area, and at the same time the windscreen pillars have been made much slimmer: as a result visibility has been increased by 18 per cent. Changes have also been made to the suspension, and the rear track has been widened, which should reduce roll on corners and give a more level and stable ride. The well-known XK 150 and Mark IV models continue with improvements in detail.

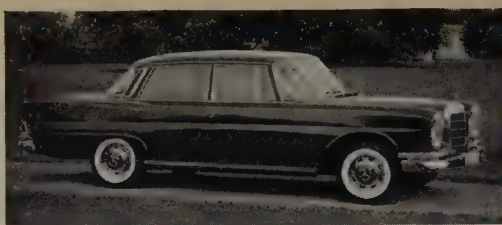
Jensen. Stand 109.—The Jensen 541 R has not been altered to any major extent since last year's Exhibition, but it remains a car of great interest and attraction, and for a much wider circle of motorists than might at first appear. Because of the specification and the available performance one might be tempted to dismiss the Jensen as just one more car of essentially sporting appeal, but this is far from being correct. Although it has a maximum speed approaching 125 m.p.h., this is obtained with a large and relatively slow-turning engine, which does not make the furious noise inseparable from many high-performance cars. The Jensen therefore appeals to many motorists who, although not interested in the car's maximum performance, like it for its effortless long stride, which in many ways reminds one of older cars which had large slow-turning engines. On the Jensen 90 m.p.h. can be obtained at only 3,000 r.p.m. on overdrive top, which has the high ratio of 2.75 to 1. The performance of the Jensen is catered for by Dunlop self-adjusting disc brakes.

Lancia. Stand 110.—The outstanding exhibit from the old-established Italian make is the Flaminia, which continues the Lancia custom of naming cars after the great Roman roads. The Flaminia has a V6 engine with a capacity of 2,458 c.c., from which a power of 119 brake horse-power is extracted. Its low weight of 25½ cwt., in conjunction with high gearing, gives a fuel consumption of about 24 m.p.g., which is a very good figure for a car with a maximum speed of 112 m.p.h. Like other Italian manufacturers Lancia sets a good example by fitting stainless-steel bumpers and using polished aluminium for bright metal parts, both of which metals are to be preferred to the inferior chromium so often used. Lancias are notable for the lack of bright work and ornamentation. In addition, the small 1,090-c.c. Appia saloon and the Appia convertible with bodywork by Vignale are shown.

Lotus. Stand 97.—Three examples of the Lotus Elite are shown. This outstanding little sporting coupé probably approaches the handling qualities of a racing car more closely than any other production car. Much of the specification has been developed from the racing cars run by the factory, the suspension characteristics in particular being very similar. An extremely strong construction of glass reinforced polyester resin forms both framework and body; this novel system reduces weight and at the same time gives greater strength for weight. Although the Coventry-Climax engine has a capacity of only 1,220 c.c., the brake horse power is 75, developed at the high engine speed of 6,100 r.p.m. and requiring the high compression ratio of 10 to 1.

Mercedes-Benz. Stand 126.—The outstanding exhibit from Daimler-Benz is the latest example of the 220 S de luxe model. The car has 12 b.h.p. more than its predecessor, with a total of 124 b.h.p. This has ensured that the acceleration has been improved up to the maximum speed of 102 m.p.h. Instead of disc-type brakes, special drum brakes provided with turbo cooling—a system employed on this firm's racing cars—are used. Also developed from racing is the system of rear suspension, which employs a single-joint low-pivot swing axle. The ventilation system of the 220 S is particularly efficient, and comfort is increased by the use of a double bulkhead with an intervening air space between the engine and the passenger space. In addition to the 220 S, both the 190 saloon and the 190 SL coupé are shown.

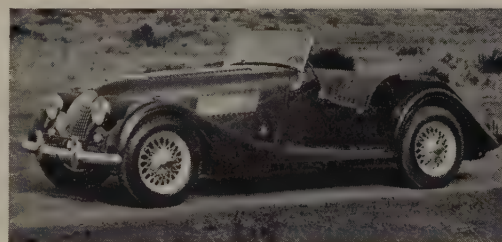
M.G. Stand 144.—A twin-overhead cam shaft engine, first run experimentally in the 1955 Tourist Trophy race, is now fitted in the M.G.



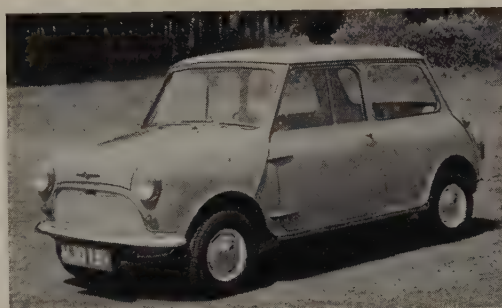
MERCEDES-BENZ 220 S



M.G.A.



MORGAN PLUS 4



MORRIS MINI-MINOR



PEERLESS



RILEY 4/SIXTY EIGHT



ROLLS-ROYCE SILVER CLOUD

"A"; at the same time, disc brakes of Dunlop type have been fitted to all four wheels. Partly because of the new engine the available power has been increased to 107 b.h.p. at 6,500 r.p.m. Rack-and-pinion steering has been retained on the "A" model, although it has, unfortunately, been discontinued on the family saloons of the same make. The M.G. Magnette saloon is, in fact, only a variation of other saloon cars within the B.M.C. group. Although the "A" model is only of 1,588 c.c., the acceleration is exceptionally good. The car can be accelerated from rest to 100 m.p.h. in about 30 seconds, and 110 m.p.h. can be reached in only 8 seconds more. Among the optional extras listed for the car is a detachable hard top, which converts the car from an open two-seater sports car to a comfortable coupé.

Morgan. Stand 123.—Morgans show no changes this year from the cars seen previously. The cars employ a system of independent front suspension which was patented 40 years ago. The Morgan has the same engine as the Triumph TR 3, a unit whose reliability is now well known. In keeping with the tradition set by the original Morgan three-wheeler—which was known as "the cheapest way of buying speed"—the present Morgans sell at a remarkably low price, when one bears in mind the performance provided.

Morris. Stand 143.—The Morris range is that known already to the general public, except, of course, for the new Mini-Minor. Although similar to the new Austin 7—the only differences are in the radiator grille and slight variations in colour—it may well be of as great interest because of purchasers' preferences for a particular make. With gentle driving the Mini-Minor should be capable of a fuel consumption of over 50 m.p.g., and—what is of equal importance—this will be obtained from a car with road-holding and performance capabilities considerably in advance of what have previously been expected from economy cars. External inspection of the car might suggest that it was not roomy, but trying the seats will soon prove that the roominess is unusual. This is through the clever design, which includes front-wheel drive, a transversely mounted engine and special small wheels mounted at the extremities of the car.

Moskvitch. Stand 94.—This car from the U.S.S.R. presents an unusual appearance to British eyes, as it gives the impression of being an imitation of both British and U.S.A. styles of a few years ago. It is interesting to note that while most cars are using higher compression ratios than those of previous models, the Moskvitch uses a compression ratio of only 7 to 1 and a low axle ratio of 4.71 to 1. This implies that the design is intended primarily to be utilitarian and that the problems of exporting and the necessity of suiting foreign tastes have not yet been appreciated. The careful observer will find styling tricks on the car that he will easily associate with familiar models.

N.S.U. Stand 152.—The 600-c.c. air-cooled engine of the N.S.U. is manufactured by the German factory whose motor-cycles at present hold 32 international records, and its efficiency can be taken almost for granted. This economy car has a total length of just over 10 ft., but because of the lay-out it has not the roominess of some cars with smaller overall measurements.

Peerless. Stand 112.—This new small-production firm offers something unusual in sporting cars, as the bodywork allows for four reasonably-sized seats. Most cars of this type can be described as two-seaters, with occasional seats provided in the rear. Like so many of its kind the prototype of the Peerless was first tried out in races, and later examples in the public's hands have competed in small events with some success. To increase roominess and assist in achieving a good weight distribution, two 7-gallon fuel tanks are fitted. Although only a 2-litre engine is used, the high gearing enables the claimed maximum speed to be matched by a very good petrol consumption.

Porsche. Stand 122.—The range of cars shown by this German firm remains basically unchanged, although many minor but worthwhile improvements have been carried out. Most of these improvements are directed to

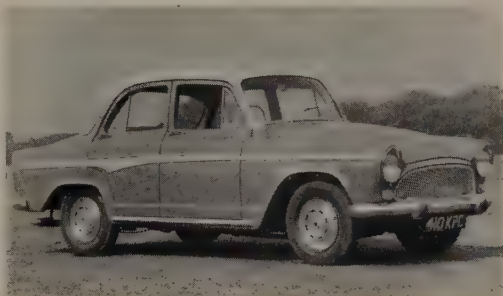
making the car safer and to improving driver's and passengers' comfort and convenience. The brakes are now fitted with helically-finned aluminium alloy drums, and cooling air is ducted directly to them. The steering wheel and all fascia controls are finished in black to avoid irritating reflections in the windscreen: this is typical of the pains taken by Porsche. Because of its outstanding road-holding the Porsche is one of the least disturbing of cars in which to be driven fast; this is especially noticeable when one is driving a passenger unaccustomed to high speeds. This freedom from worry is helped by the excellently shaped seats.

Reliant. Stand 146.—The Reliant is a simple and economical three-wheeler, and in most cases sells to people moving from the motor-cycle to the car world. While one's first glance might suggest that the Reliant is nothing but a simple three-wheeler, the body conceals a clever chassis design, necessitated by the torsional strain imposed by the car's lack of a fourth wheel.

Renault. Stand 135.—The Exhibition offers the first opportunity for British motorists to see the new Renault Floride. It has the same basic engine as the already well-known Dauphine, but the power has been increased from 31 to 40 b.h.p., and it is at the moment to be sold only in coupé and convertible form, unlike the Dauphine, which is a saloon. A detachable hard top is available, which turns the convertible into a coupé. Both the Floride and the Dauphine incorporate the new Aerostable suspension, which has a pneumatic aid to the main springs. It allows the ride to be made softer, thus ensuring comfort with a light load on board; but at higher speeds and when a full load is carried the Aerostable suspension retains stability. Thus the combination of Aerostable and the normal springing gives progressive suspension. The large Renault Régate is continued in production, and the Renault Dauphine is also obtainable in theordini version, which is in effect a tuned version of the Dauphine.



ROVER 3 LITRE



SIMCA ARONDE



SINGER GAZELLE

Riley. Stand 141.—As Riley is a member of the B.M.C. group, it adheres to the policy of standardisation and, as a result, bears a close resemblance to its sister cars of the same capacity. However, the Riley, instead of having only a single carburettor, is fitted with twin carburettors to give greater power. In addition, certain styling differences are noticeable internally, which give the car an appearance of greater luxury than its stable-companions. The Riley is one of the makes to which many motorists have remained faithful for years. In common with other B.M.C. cars the lines are based on a design by Farina.

Rolls-Royce. Stand 113.—The latest Rolls-Royce Silver Cloud II is shown on various coach-builders' stands, as well as on the manufacturer's own, thus giving motorists the opportunity to inspect it in various body styles. It employs a new V8 engine, which has been produced because further development of the previous six-cylinder engine might have impaired the smoothness and silence for which the make is famous. As the new engine has a capacity of 6,230 c.c., there will obviously be ample power for all purposes, including the operation of the elaborate heating and demisting system. In addition to the new Silver Cloud, a successor to the Silver Wraith is being shown, known as the Phantom V. This is a large and most luxurious touring limousine, intended for chauffeur driving. The wheelbase is 12 ft. and the overall length 20 ft., but since there is power-assisted steering and braking, as well as automatic transmission, it will certainly not be an unwieldy car to drive. Full air conditioning is a feature, and refrigeration equivalent to that of 50 household refrigerators is provided as an optional extra.

Rover. Stand 116.—The Rover range has been reduced in extent since the announcement of the new 3-litre model. The new models are the 80 and the 100, which are modifications of the previous 60 and 95. The 80 has a larger engine, which was first introduced for the Land

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Rover. When discussing the Rover one seldom thinks of the performance as such, but tends to concentrate on the way in which it is obtained. Perhaps the best description of Rovers is that they are gentlemanly cars. On the open road, however, it is quickly found that the unobtrusiveness of the car conceals a surprising performance, which is obtained on roads of reasonably good quality without any conscious effort from the driver. Because of this effortlessness the Rover is one of the least tiring of cars for passengers. Much of the pleasure of driving a Rover comes from the care and forethought which have obviously been taken for the convenience of driver and passengers. So high is the standard set on all models that the potential owner has little to do but decide which level of performance he requires. The sturdy and famous Land Rover is continued, in both normal and long versions.

Simca. Stand 95.—This well-known French car—originally derived from the 1,100-c.c. Fiat, and at one time the product of a firm subsidiary to the Italian parent—has continued to be developed on lines almost parallel to those of the Fiat. Elaboration has been eschewed throughout the history of Simca, and as result their cars have built up a deserved reputation for solidity and reliability. Although it does not conform to everyone's conception of the Gallic idiom, it is surprising how popular the Simca is with hard-driving motorists, largely because its combination of power, weight and gearing enables it to achieve high average speeds without effort from the driver or strain on the passengers. As Simca is now a part of the mighty Chrysler group in the U.S.A., it is possible that the policy of the company will change.

Singer. Stand 106.—As it is a product of the Rootes Group it is only natural that the Singer should bear a resemblance to its sister cars. In common with the Hillman the Singer Gazelle incorporates the new Easidrive automatic transmission system, which gives all the benefits usually confined to much more powerful cars. The Easidrive system is completely new, in that the drive is controlled by magnetic couplings, which are energised from the dynamo. The power of the Singer Gazelle has been increased to 64 b.h.p., but this has been achieved without losing the pulling power at low speeds. The Gazelle is available in saloon, convertible and estate-car form, and in all three versions the same high standard of finish is maintained.

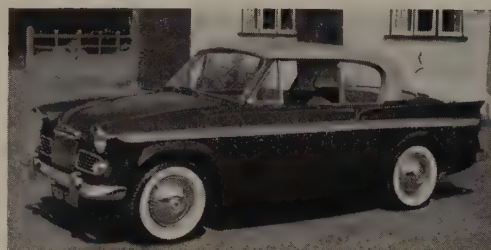
Skoda. Stand 92.—This Czechoslovakian car is well known in central Europe, and has established a high reputation for durability. The car has the overall dimensions of some 1½-litre cars, but the engine is of only 1,089 c.c.; in other words, it is slightly under-powered. Like other cars of foreign origin, the Skoda suffers in Britain from the high import duty and purchase tax which has to be added to its basic selling price. The standard of internal finish is rather drab and utilitarian to British eyes.

Standard. Stand 130.—Partly perhaps because of the concentration by their sister company on the production of the Triumph Herald, the Standards remain the same as those shown previously. It should be noted that the engine used in the Triumph Herald is the same as that fitted to the Standard Pennant, which itself continues the same. The popular Standard Vanguard, which has been improved and refined over the years, continues more or less unchanged. Standard were one of the first firms to put estate cars into production, and this type of bodywork is still available on each of the models in the range.

Sunbeam. Stand 118.—While the popular Sunbeam Rapier is continued, the centre of interest on the Sunbeam stand will certainly be the new two-seater Sunbeam Alpine—a well-named model, in view of the make's many successes in the arduous Alpine Trial. The high power of 83.5 b.h.p. is obtained from a 1½-litre engine, and the sleek bodywork enables this to give a maximum speed of around 100 m.p.h. As many of the components in the engine are common to the Rapier, production costs are kept down and the problem of spares is reduced. The bodywork has not been skimmed in any way to save weight: in fact, sitting in the car gives an



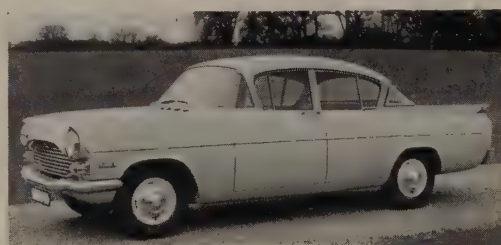
STANDARD VANGUARD



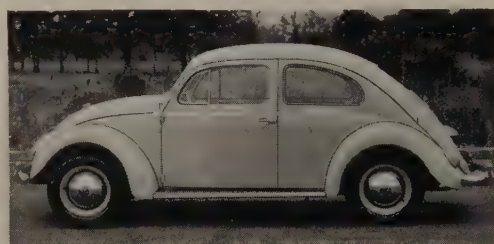
SUNBEAM RAPIER



TRIUMPH HERALD



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WOLSELEY 6/99

impression of luxury not always found in small high-speed cars. A detachable hard top can be obtained, which can, in a few minutes, convert the car to a comfortable coupé for winter use. Because of the support given to strenuous international events by the Rootes Group, the possibility of teething troubles in a new car is eliminated, as every part will already have been tested in serious competition.

Triumph. Stand 150.—The outstanding exhibit on the Triumph stand is the recently announced Triumph Herald, which has already obtained glowing reports. Certain features of the design have set a new standard among small and low-priced cars. It has independent suspension all round, and the lavish use of nylon and rubber bushing has allowed the grease guns to be eliminated. The suspension has imparted exceptional road-holding and cornering qualities, but these would be of little value were other aspects overlooked. The combination of good brakes and gear ratios gives the car an agility that is encouraging to the keen driver. The Herald is available with both saloon and coupé bodywork; in the latter case a slightly more highly tuned engine is used. In addition, the well-known TR 3 range of sporting two-seaters is continued; with this make also a detachable hard top is available, making it possible to convert a sports car into a comfortable coupé.

Vauxhall. Stand 136.—The Vauxhall range is continued unchanged for 1960, although details have been tidied up and slightly modified. From the smallest Victor to the Cresta, the Vauxhalls have very low fuel consumption, which is the more notable for being combined with a usefully high performance. It is worth noting that Vauxhall were among the first of British manufacturers to turn from chromium to stainless steel. This latter material is now used for the window framework, and there are indications that its use on this make will soon be extended. Although intended primarily as ordinary family cars, all Vauxhall models have a surprisingly high performance, which is given without disturbing the most nervous of passengers.

Volkswagen. Stand 156.—With the announcement just before the show of the B.M.C. economy cars, the Ford Anglia and the Triumph Herald, the slight technical lead previously held by the German Volkswagen over British cars of its size has been eliminated. It can now be considered as a possible challenger in overseas markets only, as it is unlikely that British motorists will select a foreign car of higher price when there are new British equivalents. The engine of the Volkswagen is mounted at the rear, and the forward-mounted luggage boot is reduced in capacity by the space needed to allow for the front wheels turning. In addition to the standard saloon version, the car can be had with the smart Karmann Ghia coupé body; as this allows for only two people to be carried, a good amount of luggage can be loaded behind the front seats.

Volvo. Stand 96.—This most attractive Swedish car is being shown for only the second time in Britain. It quickly earned a good reputation by its performance in the Touring Car Race at Silverstone last year. Although the specification appears conventional, the performance is outstandingly good, and the car's road manners suggest that extreme care has been taken to ensure rigidity. Although the engine of the standard saloon has a capacity of only 1,580 c.c., the good power of 85 b.h.p. is obtained. Much of Volvo's testing is done within the Arctic Circle, under very severe road and weather conditions. Not the least of the car's attraction lies in the appearance, which might almost be described as conservative, but that is no fault.

Wolseley. Stand 132.—The Wolseleys shown at Earls Court have similar basic specifications to the Austin, Morris, M.G. and Riley—sister cars within the B.M.C. group. There are certain differences in the fittings, and the radiator grille is fairly close to the traditional Wolseley shape. The six-cylinder model has a remarkably smooth engine, and, although this is essentially a family saloon, high performance can be obtained. Automatic transmission is available as an optional extra.

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PROBLEMS OF NIGHT DRIVING

I MEET many motorists who are nervous of driving at night, but cross-examination usually reveals that many of them have never stopped to think logically of the reasons for their worry. I often find that those who are most worried about driving after dark have never even taken the trouble to check whether the lights on their cars are properly adjusted. On purchasing a new car it would be reasonable to assume that the lights were correctly adjusted, but the fallibility of some employees in car factories unfortunately means that cars may reach the purchaser with the lights far from correctly set.

In addition many older motorists have a fear of driving after dark, merely because they are conscious that their eyesight has deteriorated slightly. While this attitude is no doubt praiseworthy, it is clearly wrong to think that the same standards of eyesight are required to

It may be an exaggeration to say that anyone over 45 should wear spectacles for one reason or another, but I think there is some truth in it. I understand that, while one's eyesight may be good enough for all normal purposes, increasing age tends to aggravate whatever slight failing may be present. Because of this people whose eyesight is still perfect for short-range work, may, in fact, be straining their eyes considerably at long range, even though this strain has never been obvious to them in daylight hours. I would strongly suggest that any reader who feels that his fear of night driving might stem from eyesight to consult an oculist. Even if glasses are not required I think the oculist could recommend exercises which might be helpful in curing any difficulty in focusing over a wide range of distances. On a long run one's eyes may be focused in quick succession on the instrument panel, the driving mirror and a car

standing in front of the car, and making certain that, as one walks backwards in the beam of light, the line where the light cuts off gradually goes lower down one's legs. I find it best to use a long-range pencil-beam light in conjunction with a fog-lamp, and it will be found helpful if the fog-lamp is directed slightly to the right, as this will help to show up cats'-eyes in bad fog. The long-range light can then be set so as to point along the left-hand gutter. Under normal clear conditions it will be helpful in picking out cyclists and the like well in advance, but in severe conditions it is the work of a moment—if the securing nut is just at the right degree of tightness—to turn the light down and well to the left to aid in picking up the kerb. With cars on which the lights are controlled with a master switch on the dashboard, and the selection of side, headlamps, or dipped beam is done by a secondary lever beneath the steering wheel, it is possible to rearrange the wiring slightly to obtain a convenient lay-out. First the wide beam fog-lamp and the long-range light should be connected to individual switches, probably most conveniently placed on the dashboard to the driver's right—assuming the car to be one on which the dashboard can be easily reached. If the intermediate dipped position is sacrificed on the steering-column lever, and replaced with an ordinary foot dipping switch, the spare position on the steering column can be used to control the long-range light. With this done the following combination of light can be obtained.

Normal main-road motoring with no traffic about can be done with the headlamps in the main position and the wide beam lamp on as well; on meeting other traffic it is necessary only to flick the steering-column switch to replace the headlamp with the long beam light, while retaining the spread beam. This combination of lighting, in my experience, is excellent. The wide-beam light gives ample coverage over the entire road width while the long-range light will pick up an obstruction a considerable distance away. It seems much better than the ordinary dipped headlamps, which I normally reserve for use in badly-lit suburban streets. Any garage electrician will be capable of carrying out the above modifications.

I have described the above modification to stress the importance of not giving in to one's fear of night driving; so often this can be reduced or even eliminated. There have been many attempts to arrange the headlamps so that they turn in unison with the front wheels, and thus give better illumination when one is driving on twisty roads, but none of these has been truly satisfactory.

There is no doubt that the greatest difficulty one experiences in night driving is in judging the radius of corners, particularly those to the right. On first entering such a corner it is difficult to see the inside of the curve, and once one is in process of taking the corner it becomes difficult to judge the radius of the outside edge. In daylight it is easy to see the entire width of the road within one's natural angle of vision, but after dark there seems to be a tendency to look along the tunnel of light, and so the angle of vision is reduced. Much can be done to reduce this problem by studying the road well ahead, as even on the darkest night there will usually be some indication as to the sharpness of the next corner by the silhouettes of edges and trees. On twisty roads the light of approaching cars, long before they come close enough for either driver to dip his headlamp will often give a clear indication of the sharpness of intervening corners. It is on twisty roads that the benefit of using the wide-beam fog-lamp in conjunction with the headlamps, and the long-range light, will be most helpful in illuminating the right-hand side of the road.

Trying to drive after dark with a dirty windscreen or with half-obscurd headlamp lenses is sheer folly, but one often sees it done. It is surprising how much difference will be made to the efficiency of the lights by only a slight film of dirt on their lenses. Dirt on the windscreen, as well as obscuring the driver



THE BEAM PRODUCED BY A GOOD SPREAD-BEAM FOG-LAMP. "Motorists who avoid night driving are missing a great deal of pleasure"

drive a car at reasonable speeds as are operationally needed in, for example, the Royal Air Force. In my opinion, the problems of night driving can be greatly reduced if the lights are perfectly set for the conditions and the driver is in optimum physical condition. Most drivers are forced to drive in the dark after they have already had a hard day's work, and possibly after a heavy meal in a smoke-laden atmosphere, so that their eyes and reactions are possibly at their worst. It would, I think, be an interesting experiment for some motorists who feel uncomfortable when driving in the dark to rest all day and then go out for a long run late at night. I am sure that they would find a great reduction of the strain they normally experience.

My experiences in the Monte Carlo Rally confirm this. Many competitors in that event, which lasts for three days and nights, have found that, even if it is so cold as to require the heater at full blast, it is best to wrap up well and have the windows open to prevent the accumulation of vitiated air. Not only does this prevent sleepiness overtaking the driver, but it keeps his eyes cleaner and fresher.

a quarter of a mile away. This sudden change in the required focal length must be a considerable strain on the eyes.

There are, of course, many motorists who increase their own difficulties by setting the headlights and any auxiliary lights too high, in a mistaken effort to see further. Apart from the fact that this will certainly dazzle other drivers, setting the lights so that high trees are illuminated serves no helpful purpose. One often sees cars with even the spread-beam fog-lamp set too high. To get the best results from a fog-lamp it is best for it to be set so as to get beneath the fog, as this will show up any object in silhouette. Setting the fog-lamp higher, in a mistaken attempt to see further, will merely cause back glare from the dirt-laden moisture. Many garages can check and adjust one's headlamps in a few minutes, and the time spent will be well worth while. Setting auxiliary lights is, however, a matter of trial and error, but a few words on this subject might be helpful.

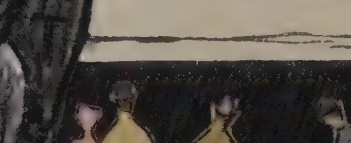
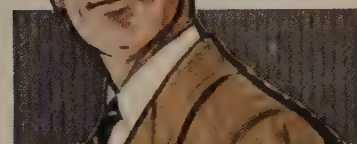
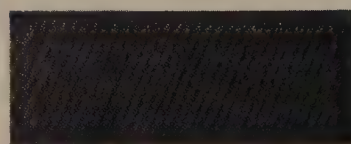
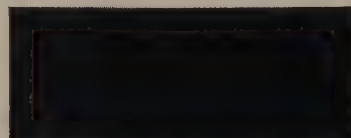
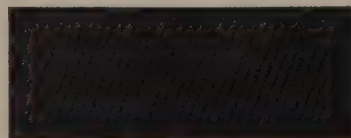
Fog-lamps with a widespread beam should be set so that they are pointing slightly downward. This can be most easily checked by



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THE BEAM OF A LONG-RANGE LIGHT. The author considers such a light, used in conjunction with a fog-lamp, better than dipping headlamps when meeting other drivers

vision, certainly increases eye strain. For the sake of other motorists it is wise to check at intervals that both trafficators and brake lights are working correctly. This can be easily done by watching for the reflection of their light from the garage wall each day, looking in shop windows while passing, or observing a car

behind through the mirror when held up in traffic. Experience at Le Mans, where the 24 hours' race is held, suggests that use of one of the proprietary eye lotions might be helpful to motorists driving at night, especially to those who do close work indoors.

I think, however, that many motorists who

avoid night driving are missing a great deal of pleasure, and that they will find too that they have taken all precautions they have been exaggerating the difficulties. Once an exploratory journey has been done and confidence gained, their worries will to a large extent disappear.

ACCESSORIES FOR THE MOTORIST

AT first sight the word "accessories" seems almost too old-fashioned to be used in connection with the present-day car, on the ground that most cars, even the lower-priced mass-production ones, are so well equipped that no additions by the owner are required. On reflection, however, one realises that there are many extras available which will appreciably increase the passengers' comfort and the driver's convenience. It is, I think, worth stating that the word "accessories" does not mean to me any of the vulgar and useless embellishments seen on so many medium-priced cars. By this I mean such devices as ornamental exhaust tail pipes, often described as improvers of both performance and fuel consumption; imitation portholes, which one sometimes sees fitted on the flanks of rear wings; and decorative stars and even gold-finished Vs.

Useful accessories can be more or less divided into three groups: those helpful to the driver by increasing his convenience and efficiency; those capable of increasing the passengers' comfort; and those likely to reduce the maintenance required from time to time without actually reducing the car's efficiency. Not all of the things I will mention can necessarily be got ready-made, but a little ingenuity, with the help of a local supplier, will enable the desired effect to be obtained. Among articles of this last-named sort are foot rests for lady passengers in cars with bench-type front seats, designed to allow their feet to rest at the angle most comfortable to them. In many cases the angle of the toeboard is quite unsuitable, since the seat may well have been adjusted to suit a tall male driver, but a carpet-covered frame can

easily be made to rectify this trouble. Similarly cushions, of which some can be obtained ready-made, can be provided which fit exactly into the angle of the rear quarter of the car, to allow the rear passengers to doze off comfortably. Greatly increased comfort and a feeling of luxury can be enjoyed if sponge rubber underlays are placed beneath the floor carpets. A simple fitting can be easily made to help both a tall driver and a smaller lady driver to obtain the best possible position for their right feet. A suitably shaped block can be easily secured to, and as quickly removed from, the floor, and will allow a size 9 male foot or a size 5 female foot to drive the car in equal comfort.

One accessory which I personally regard as essential on the modern car is a windscreen

washer; I prefer the type which squirts the water on to the screen from some distance and at a low trajectory to those which produce a stream parallel to the windscreen. The latter have the disadvantage that the portion of the screen on which the water lands can vary widely with the speed of the car and the wind force. It is sometimes possible to obtain a windscreen wiper blade slightly longer than usual—10 or 11 ins. rather than 9 ins.—and it will be found that wiping a little extra portion of windscreen increases the driver's and the passengers' vision to a surprising extent. Drivers who have not previously used a windscreen washer will be surprised at the peace of mind it gives to have a clean windscreen at all times, without the constant trouble of having to

stop at intervals to clean the screen. Because this stopping becomes so irritating, many motorists are apt to get into the habit of driving with dirty and half-obsured windcreens; this is both dangerous and bad for the eyes.

Motorists who do much Continental touring will often have found that the horns fitted as standard to many British cars are not adequate for the high speeds attained and the noise of long-distance lorries to be contended with. Several firms make horns which give a real blast suitable for such conditions. One difficulty with such horns is finding space to mount them in the over-crowded engine compartments of many cars, but it can be done.

Because of the inaccuracy of so many petrol gauges, many motorists have developed the habit of carrying a spare can of petrol. Helpful as this is, the metal inevitably becomes scratched and rusty; and unless



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is carefully packed in the luggage boot, noise will be caused. Jerry-cans of plastic material, provided with detachable pouring nozzles, are now on the market which do not have these disadvantages. They can be purchased in a variety of colours. One precaution is necessary with these plastic containers, and that is to avoid overfilling, as the flexibility of the plastic can allow it to get out of shape. It is unfortunately true that only a few cars can boast of luggage boots which are truly capable of taking a load of luggage in proportion to the passenger load likely to be carried. Because of this there is now an increasing interest in detachable roof luggage racks; and on the occasion of the annual holiday these certainly give one the irritation of trying to fit everything required into the boot.

Many motorists worry too much about the stability of their cars when a large load of luggage is carried high on the roof. It is true that the centre of gravity is thus raised considerably, and the car's cornering capabilities will be reduced, but this only demands a slight degree of restraint when cornering. One often hears the suggestion that it is a great inconvenience to have fitted luggage—that is, cases designed and built to individual luggage boots—but in my experience I have found that nearly all of these are made too large and unwieldy. It appears to me, however, that if a little trouble is taken it should be possible to have a selection of smaller cases which will effectively fill the luggage boot. The advantage of smaller and more individual cases is that on night stops during the journey to one's holiday centre it is necessary to take only one's overnight cases out of the car, rather than large and inconvenient lunks.

Many motorists have become accustomed to adding an upper-cylinder lubricant to their petrol, but this has the disadvantage that not enough lubricant is supplied during the vitally important moments after starting from cold, and the amount delivered once the engine is warm is quickly carbonised. There are ingenious dispensers on the market which automatically supply the correct large amount of lubricant each time the engine is started from cold, but do not waste oil once the engine has been warmed up. It has been established that almost all cylinder wear occurs by corrosion during the first few moments after a cold engine has been started, and the devices to which I refer almost eliminate this. Motorists who are especially interested in the mechanical condition of their cars might be interested in a meter, easily fitted to the fascia, which will tell them at a glance whether the pulling power of the engine and the efficiency of the brakes are up to standard. This is useful, as a gradual diminution in efficiency can easily go unobserved on a car which is being driven every day.

Although almost every car is now fitted with a heating and demisting system, only one or two are provided with a method of defrosting the rear window. For years now I have used an electrical bar-type heater on the rear window, and although it may be used for only about two months out of the year, it is a very worth-while item. If it is connected through the ignition switch it will operate only when the engine is being run, a constant drain on the battery thus being avoided. Even in the severest weather only a few minutes are all that is required for the rear window to be cleared of ice or snow.



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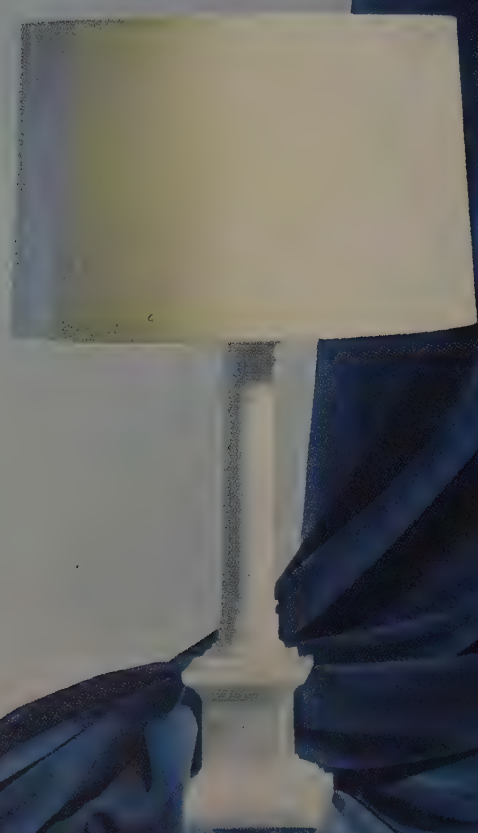
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DRY WEATHER AT THE WADERS' POOL

Written and Illustrated by W. KENNETH RICHMOND

THIS year, thanks to the long dry spell, the pool in the water-meadows reduced itself to a puddle, its margins caked and baked in all manner of crazy-paving patterns. Summer of 1958, needless to say, was other. Then the fields were flooded and the lily edges, which attract the waders on autumn passage, were two feet deep in water. I remember the uncut barley rotting along the roadside and the ragwort flowering beneath the surface. How different in 1959; as early as August the river was lower than it had been for nearly a long year, and all through the dog days into September the drought continued. Under a sun as hot as a burning glass the little shrunk, week by week, until by the middle of August it came near to evaporating altogether: the black sludge swarmed with midges, brilliant dragon-flies and was crusty and

The first hint that things were on the move again came with the silvery whistle of a green sandpiper, pitching in, out of the blue, in the first week of August. It was followed by a few common sandpipers, which had probably come from the Highlands, and by the end of the month a pleasing variety of waders had assembled round the waterside: a family party of greenshanks (the youngsters easily distinguished by their emascuate voices), three little stints, several ruffs, and best of all, a troupe of curlew sandpipers, one of which still bore traces of its chestnut breeding plumage.

By this time the muddy verge was firm enough to walk on, and the idea of building a hide well out from the "shore," an idea I had toyed with in previous years, now seemed to be perfectly feasible. When it came to trying, however, the job proved to be more difficult

that trickled down the sides of my face. A mug's game, I reflected. Presently, though, I had a customer, a solitary black-headed gull, which wheeled over and then alighted right in front of me. Mirrored in the glassy calm it was soon hard at work, paddling with both feet to stir up the animal life that lay hidden beneath the surface. Soon it was joined by others, which evidently acted as decoys, for before long a couple of redshanks and a dunlin swept in and stood eyeing the squat canvas tent.

"Tyoo," called the redshank softly. "Scree," said the dunlin. And away they went, not liking the look of things. A bit of a set-back, this. If the other waders were so nervous I might as well give up trying. Still, with more and more gulls trailing in to wash and preen there was always a chance that my luck would turn.

Eventually it did. Without warning half a



GREY PLOVER: AN UNEXPECTED VISITOR AT THE POOL. "Next moment the bird was standing right behind me on the dry shingle below the grassy bank"

sty at the edges, where the thirsty cattle stood switching their tails, bogged down in the mud.

It is, I should explain, a very ordinary little pool, situated in Dunbartonshire and therefore not very well placed to receive many of the migrants making their landfall on the East coast. Even so, it usually attracts a few ruffs and greenshanks, besides the commoner species that can be expected almost anywhere once the breeding season is over—birds like the snipe, redshank, dunlin and golden plover—and this year the conditions promised a more-than-usually interesting list of arrivals. Every bird-watcher, I think, has a dash of Mr. Micawber in his make-up, and especially at migration times the conviction that something is bound to turn up is irrefragable, even for those of us who happen to live on the "wrong" side of the country.

In March the pool had been visited by a pair of spotted redshanks, in April by a drake grebe, and again in May by a party of black-tailed godwits which dropped in, presumably en route for their breeding grounds in Iceland. Hereafter the place belonged to the residents: the redshanks yelping and yodelling over the marsh, the lapwings tumbling, and the snipe coming. Throughout the summer the pool in the water-meadows saw nothing out of the ordinary.

than I had bargained for; the wretched poles refused to stay upright and, when at last I succeeded in rigging up what was at best a tumbledown affair, the cattle came snuffling around, literally breathing down the back of my neck as I crouched in the stuffy interior.

On a hot day, and in situations like this, the bird-photographer's enthusiasm is sorely tested, and half the time he cannot be sure whether he is a fool, or a martyr, or both. The air was choked with stale, earthy smells. Everywhere the ground was covered with insects, black midges thick as powder stirring and humming about the fissures in the dried crust of what, in normal times, would have been the pool's floor. Farther out the ooze gurgled. Bubbles of marsh gas rumbled up from its slimy depths, wobbling up and bursting with a portentous plop. Behind me a yellow wagtail curtsied and nodded among the persicaria, bright as a buttercup; and one by one I heard the snipe, which I had disturbed on entering the hide, pitch to rest in the sedges, there to snooze and sun themselves until the next alarm sent them arrowing up into the sky. In front the pool was deserted, and remained so for the next half hour. The waders had fled to a mudbank farther down the river; unless someone put them up, the chances were that they would remain there indefinitely. I waited, too cramped to wipe away the perspiration

dozen redshanks settled on the far side of the pool and began to feed; then a scattering of dunlin and a single reeve, and finally six curlew sandpipers chirruping like sparrows. As yet, unfortunately, all the birds were out of camera range—all, that is, except the good-for-nothing gulls that continued to preen less than ten feet from the spot where I was hidden.

Suddenly there was a whir of wings and a yelp of alarm as the redshanks took off. When I looked, the pool was empty again. There, standing erect in the middle, was the tallest, leanest heron I had ever seen. Frozen, drawn up to its full height, it stared bleakly at the hide for half a minute: then, deciding to take no chances, it kicked up into the air and went bowling over the fields, flinging a curse over its shoulder as it flew. Thoroughly discouraged, I decided to call it a day.

I left the hide standing, and returned next morning only to find it trampled flat by the cattle, the canvas soaked and clogged with filth. Re-erecting it as best I could, I tried again, and for once in a while patience brought its own reward. Inside half an hour, indeed, all the waders were back and, though most of them were careful to keep their distance, one or two wandered past quite close. In the ordinary way, it goes without saying, waders are as wary and unapproachable as any other birds. True, dunlin



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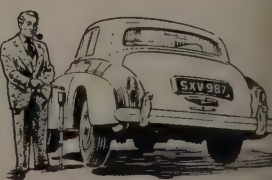
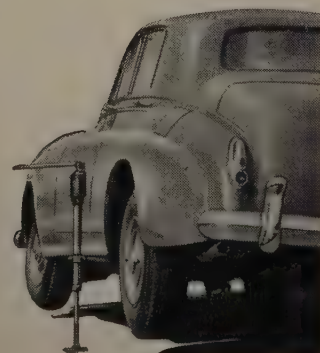
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be very confiding, but how often is one get near enough to a greenshank, say, to recognise it without the aid of binoculars?

Watching waders at close quarters one soon revises one's impressions of their various temperaments. At a distance, for example, a greenshank strikes one as being highly alarmist, fluting its treble note at the slightest hint of danger, forever on the *qui vive*. At close quarters, propped on one leg, the bird seems almost sedate, without a trace of nervousness. Maybe its reactions are of the hair-trigger variety. It does not wait for the other to speak, but is off at the first hint, yet it is not given to panicking without cause. Ruffs, on the other hand, turn out to be rather witless creatures on close acquaintance: they wait for the others to give the signal for a quick get-away and seem to rely on the alertness of their companions.

Singly or in pairs, ruffs and greenshanks kept meandering past, heavily-laden and hard put to keep their balance in the liquid mire, prodding and probing as they stalked round the edges of the pool. Dainty as curlew sandpipers, the curlew sandpipers skirted their way across the centre, occasionally swimming when they found themselves out of their depth. Waders and little stints nimbled their way and that like clockwork precision. Lapwings stood in rows along the grassy bankside, calling plainly as they slept. Feeding, bathing, preening, dozing—there was certainly plenty going on.

In the midst of it all I was attracted to attention by a wild, clear whistle of a grey plover. Skimming



A RUFF AT THE WADERS' POOL. "Ruffs turn out to be rather witless creatures on close acquaintance. They seem to rely on the alertness of their companions"

in low, it circled the pool twice and alighted among the ruffs, picking about with them in a half-hearted sort of way for a few minutes. It was a true "silver" plover, pure white below, stippled with ash-grey and black on the upper parts, obviously straight in from the sea and a far cry from the estuarine mud-flats that the grey plover normally frequents on passage. Was it imagination, or did the bird really look weary? Tripping a few steps this way, then that, it advanced towards the hide in a series of starts and stops. Heart in mouth, I watched it come closer. Its round, dark eyes glinted in the sun. A short run to one side, followed by a halt, then another, as if the bird were unable to make up its mind which way to go. The shutter clicked as it passed, and next moment the bird was standing right behind me on the dry shingle below the grassy bank. Fortunately there was a peep-hole handy for just such an emergency (one needs eyes in the back of one's head and two pairs of hands at moments like this). In an instant the plover was up and away.

Nor was this the only windfall that day. As I was preparing to leave I was visited by a white wagtail, which was very nearly as inquisitive as the cattle had been earlier. Time and again it kept tripping towards the shadow thrown by the hide, almost as if the presence of the strange object exercised a baleful fascination. Finally it trotted straight up and had to be shooed away, whereupon it skipped off to join the waders at the water-side. A trivial incident, perhaps, but a charming one with which to close a long vigil!

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CINNAMON FOR THE MUFFIN

By G. BERNARD HUGHES

HOT muffins, sprinkled with cinnamon, came into fashion two centuries ago. The Duchess of Northumberland, in her *Diary* (1762), recorded that George III and Queen Charlotte breakfasted at eight o'clock, the king "drinking only one Cup of Tea, and never eat anything but an occasional muffin." Mrs. Papendiek, maid-of-honour to the Queen, in her *Diary* (1784), mentioned that friends coming in for an evening of cards and music were welcomed with tea, coffee and muffins. By the end of the century muffins were firmly ensconced on the tea-table.

The muffin was defined by Thoresby in 1703 as: "Moofin, a wheat Cake bak'd upon a Bake-stone over the Fire, as Oat-cakes." Not until the mid 18th century did it become the light, yeasty cake, round and flattish, that only recently has been ousted by its poor relation, the crumpet. To be served at its best it was toasted at the living-room fire, lavishly buttered and sprinkled with cinnamon.

The finest cinnamon groves were in Ceylon, but they had been found difficult to develop commercially until the mid 18th century. The best flavouring was obtained from the bark of the upper shoots of these low trees and bushes. The branches were cut in April and November; the bark was peeled off in rolls thinner than paper and fitted together in long sticks containing hundreds of layers. The best-flavoured cinnamon was thin and brittle, taken from the middle of the branch. This was sent to London, where it was ground between stones and sifted through silk.

Cinnamon was tabled in small silver casters sufficiently distinctive and important to become known as muffineers. Even when paired up with identical casters for the pepper and salt preferred by some with their breakfast muffins, the vessels were distinguished by engraved lettering. The collector of small silver will find the muffineer an inexpensive article leading to interesting discoveries, ranging from the individualistic hand-raised work of Georgian master silversmiths to the streamlined products of Victorian plate factories.

Silver casters designed for sprinkling muffins with the fashionable cinnamon date from the late 1750s onwards and might be in sets of six or a dozen. These were small vase-shaped or shouldered pyriform vessels, gilt-lined and with tall domed sprinklers pierced with circular perforations, in contrast to the taller, more capacious fret-cut casters of the period. Seldom does the body display ornament



1.—STEMMED MUFFINEER WITH BEADED MOULDING, BY HESTER BATEMAN, LONDON, 1784-5. Muffineers were used in the 18th and 19th centuries for sprinkling powdered cinnamon on muffins at breakfast and tea

such as chasing or embossing: a completely smooth interior was desirable, with no crevices for stale accumulations of the spice.

The stemmed muffineer developed from these, being constructed from factory-spun light-weight units finished by master silversmiths. The lower part was shaped like an egg-cup on a pedestal stem, topped by a tall, incurved neck. Into this neck screwed a tall domed cover lightly chased in narrow diagonal

panels drilled with sprinkling holes and surmounted by a turned and burnished finial. The lower part of the body might be in ogee outline and the domed sprinkler might be lightly chased with a trellis-work pattern and encircled with six rows of piercing.

This style was succeeded by a less expensive form, thus widening the scope of production. The neck was shortened to a mere spool—called by silversmiths a pulley—and fitted with a short domed sprinkler, spun and pierced with vertical panel designs. The round pedestal foot was soldered to a square plinth. More frequently, however, the neck and plinth were omitted and the muffineer was topped by a shallow-dome sprinkler pierced in four concentric circles. Sprinkler opening, rim, shoulder and base were strengthened by circles of thin, swaged reeding. These muffineers were popular until the end of the century and beyond, holding their own in competition with Sheffield plate.

A muffineer for the breakfast-table was issued from the 1770s resembling an egg-cup with an egg in it. This was about three inches high, with the opening nearly half way down from the top, its joint composed of a pair of threaded insertions as in the smooth egg-shaped nutmeg graters of the period, but with the rim of the body encircled by a swaged rib. Body and lid were spun separately, smooth plain, the apex of the lid being drilled with holes arranged in two or three concentric circles. Early in the 19th century a beaker-shaped muffineer was in use, cylindrical with an outward slope, and with a low-domed sprinkler screwed into a wide, gadrooned rim.

Factory-designed muffineers, however, were seldom made with anything more elaborate than spring-fitting sprinklers. These were unsatisfactory in use and caused J. Beresford to complain in *Miseries of Human Life*, 1806, that "as you are shaking a muffineer the cover springs off."

Purely cylindrical muffineers were in considerable use by 1790. These were in a flared design, with a lid that was flat at the rim and rose at the centre in a tall, narrow, straight-sided dome, pierced only upon the curved top. Such a muffineer may be found with a light scroll handle. A new design appeared at about the same time, the first of a long series of muffineers with a low, urn-shaped body, an incurved rim encircled with wide gadrooned moulding, and a flat lid centrally domed into a narrow sprinkler with a knob finial. A short-stemmed circular foot was usual. The fashionable body shape from about 1810 changed to a short wide

baluster on a taller, thicker stem rising from a small round foot. A short spool neck was added, ornamented with wide moulding and fitted with a low-domed sprinkler.

Muffineers pierced with ornamental patterns and containing linings of Bristol blue glass were made between 1775 and the early years of the 19th century. At first their cylindrical bodies were saw-cut with circles and pales interspersed with chased festoons resembling drapery, with borders of lacework. Later the pierced sides might be enriched with applied festoons or classic motifs, stamped from thinly rolled silver plate and soldered into position. A muffineer of this type was encircled with a narrow strengthening girdle slightly below the middle and stood upon a base made from plain moulding.

The vase-shaped muffineer supported on a slender stem and round foot was made by the spinning process. Piercing was almost invariably by the press, consisting perhaps of bands of pales with lightly chased or engraved borders above and below, the narrow bands of chasing separated by rows of pales, or a double band of pales with a chased and pierced border



2.—PIERCED MUFFINEER WITH BLUE GLASS LINER ON OIL AND VINEGAR STAND. From an early-19th-century catalogue. (Right) 3.—SILVER MUFFINEER IN MID-GEORGIAN STYLE. Made by Willmore and Co., Birmingham, 1831



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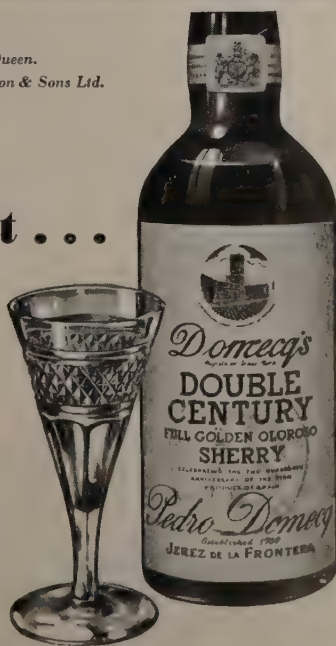
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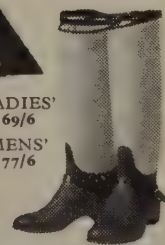
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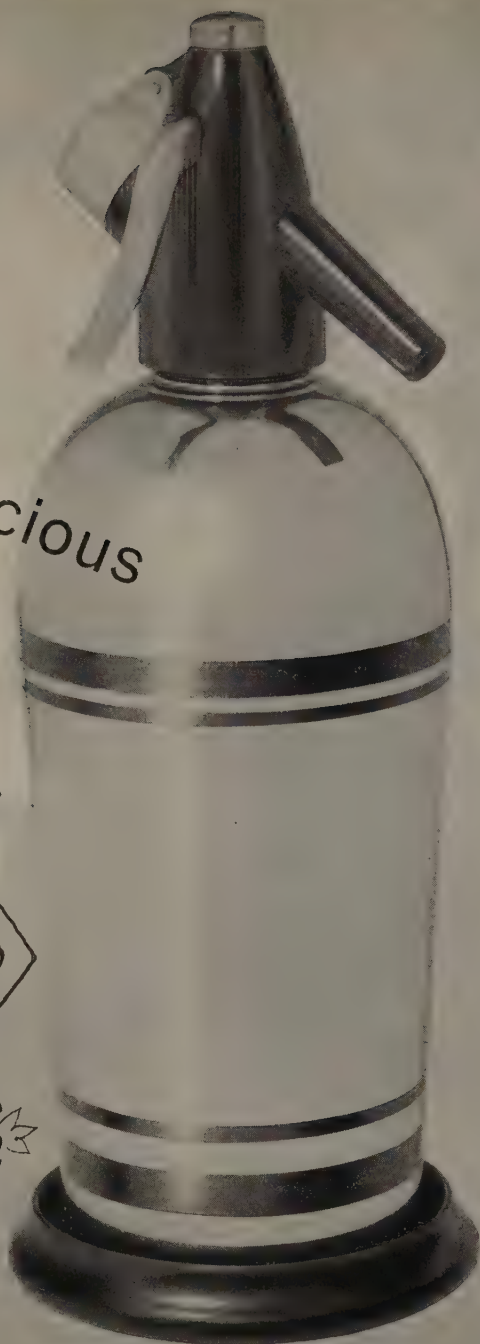
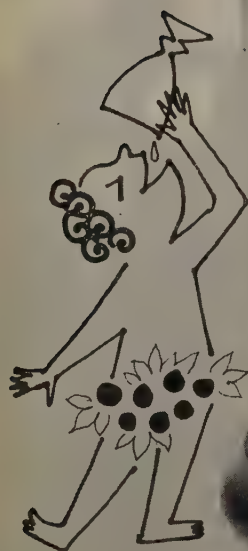
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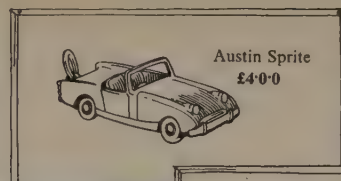
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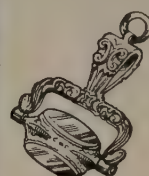
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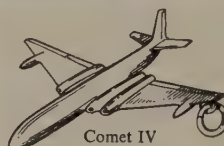
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liage above. The low-domed sprinkler, drilled with three or four concentric circles of round holes, was about half the width of the shoulder and mounted on a spool-shaped neck. The rim of the opening, the shoulder and the foot were encircled with strengthening moulding, swaged or hand-stamped. In early examples the round foot might stand upon a square plinth. The height averaged about four inches.

Virtually no change in muffineer design occurred until the 1830s, but no late-Georgian hand-raised work has been recorded. The Victorian tea-table was considered unfurnished without its silver muffineer. Demand grew larger, designs more numerous. Bodies might be cylindrical, octagonal or pyriform, and these might be stemmed, footed or flat-based. Embossing, chasing and engraving were carried out mechanically, but the majority remained hand-surfaced. A silversmith's catalogue of about 1850 illustrates a five-inch muffineer with an embossed body, an extra 16½ per cent. being quoted for this decoration. This catalogue shows sprinklers with drilled perforations and topped by cast and burnished finials. Octagonal baluster-shaped muffineers with pedestal feet were made with tall sprinklers of the type found in Queen Anne casters. From the mid-1840s interiors were gilded by the newly discovered electro-plating process. Such gilding was much less permanent than the earlier mercury gilding, and only the merest film of gold was deposited.

The great Exhibition of 1851 influenced silver design. The new muffineer measured as much as 7½ inches in height and was flat-based and cylindrical with a slight inward slope, topped by a minaret-shaped sprinkler with a sharply pointed finial. The muffineer was chased with cinnamon plant designs; pepper casters of similar shape and height were decorated with pepper plants. The smaller baluster-shaped muffineer might be embossed lavishly in the style of a century earlier with an elaborate cartouche for an engraved coat-of-arms, crest, or cypher, and with the swell embossed with swags in high relief. The tall sprinkler was encircled in a spiral pattern. Only by the hall-



4.—LONDON-MADE MUFFINEERS. (Left to right) Baluster-shaped on pedestal foot, by William Bateman, 1808; with bun-shaped cover and moulded foot, by John Deacon, 1770; with hemispherical lower section, by Samuel Woods, 1765

mark and careful examination of the manufacturing processes is it possible to distinguish an example of the 1850s from a handsome raised caster of a century earlier.

Muffineers of flint-glass mounted with silver sprinklers date from the mid-1770s onwards. These, cut in a multiplicity of diamond patterns, became formidable competitors of muffineers in silver. A silver collar was cemented to the neck rim of the glass cinnamon vessel and the silver sprinkler was sprung into it. The collar might be encircled with three or four convex lines; the sprinkler followed fashions set by silversmiths on their muffineers, but was usually dome-shaped.

The lower part of the glass vessel on a

pre-1790 muffineer might be shallowly square-cut, with hollow diamond cutting above, or might be cut all over with simple facets. During the 1780s the body might be encircled with full-length fluting intersected with two or three horizontal rows of prisms. In others the sharp edges of the flutes were softened with small oval facets, a style that continued until the mid 19th century. Diamond-cutting in deep relief was used in every conceivable motif until the 1840s. The majority of glass muffineers were flat-based, but solid feet might be used following current forms in silver, usually of the spool variety. From about 1805 the underside might be cut with a star.

Illustrations: 1, Collection of Mr. J. O. Wilding; 2, the Victoria and Albert Museum.



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17th-CENTURY SCHOOL IN DANGER

By ARTHUR OSWALD

The former Grammar School at Guilsborough, a village about 10 miles north-west of Northampton, is a fine and remarkably untouched example of 17th-century vernacular architecture, built in 1668. It is now empty, and its future is causing concern.

GUILSBOROUGH is one of the golden villages of Northamptonshire, built of the local orange-gold ironstone, which on the coldest and greyest of days still has a warm look about it. Its finest building, standing in a key position in the middle of the village, is the old Grammar School, as impressive in its composition as it is attractive for the unaffected simplicity of its design and the quality and lovely colour of its masonry. It might easily be taken for a Jacobean manor house, but it is not Jacobean, having been built as late as Charles II's reign, and it has an added interest on that account in showing how provincial masons, given the opportunity, would go on building in the same well-tried ways as their fathers before the Civil War and their grandfathers when Queen Elizabeth I was still alive.

The school was founded and built in 1668 by Sir John Langham, first baronet, of Cottesbrooke, near by. He had acquired a large fortune in London as a grocer and merchant, but he was keenly conscious of his Northamptonshire origin, and in 1639 bought the manor of Cottesbrooke, where his descendants continued until 1911. His father, Edward Langham, had lived at Northampton, but had moved to Guilsborough, where he kept a grocer's shop. Sir John built his school where the shop had stood. He was an old man when he chose to be remembered in this practical way, and in 1671 he died at the age of 87. The school was for the free education of children from the four villages of Guilsborough, Cottesbrooke, Thornby and Cold Ashby, up to 50 in number, and they were to be taught Latin, Greek and Hebrew, under a master and an usher.

When one looks at the plan, one sees an almost symmetrical E-shaped building, but this is deceptive, for whereas the main portion is three storeys high, all to the west of the entrance is of two storeys only and at a lower level. The whole, however, is of one kind and mind, and



THE OLD GRAMMAR SCHOOL AT GUILSBOROUGH, NORTHAMPTONSHIRE, NOW DISUSED

the difference in the height of the two parts is admirably adapted to the sloping site and enhances the dignity and importance of the main block on the higher ground. The proportions and spacing of the mullioned windows and gables are so instinctively right that one is curious to know who was the mason that designed and built so well. At Clipston, only a few miles away, another grammar school was established under the will of Sir George Buswell, who died in the year when Sir John Langham founded the school at Guilsborough. Sir Gyles Isham has discovered from his family papers that the Clipston building was the work of Matthew Coles, a carpenter living in that village. A county where stone is so abundant must have produced many masons, and one cannot assume without evidence that Coles also designed and built the Guilsborough school.

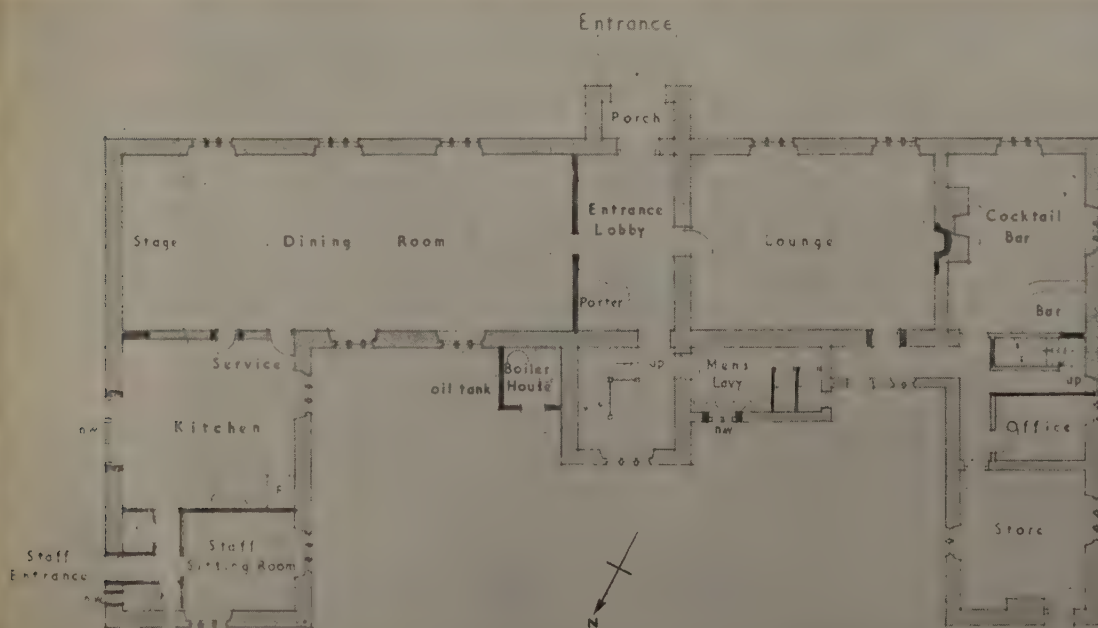
Sir Thomas Isham of Lampport under date December 14, 1671, noted in his diary: "Mr. Whitelaw, a Scotsman, master of Guilsborough School, came to dinner, and amongst other things told us that the master of Shrewsbury School had been barred out by his pupils, and while trying to enter again through the window had been shot in the arm with a bullet by one of the boys." It is perhaps comforting to learn that behaviour of a kind not unknown in the

1950s could then occur at one of our leading public schools. Mr. Whitelaw was doubtless a good classic, for Sir James Langham, the founder's son, was himself a man of learning and sometimes disconcerted his guests at Cottesbrooke by carrying on a conversation in Latin.

Towards the end of the 18th century the school declined until it was "without either Free Boys or Private Boys." A sundial, dated 1821, over the entrance marks an effort to revive the school, but in 1839 it was closed, and remained closed until 1858, when it was given a new lease of life through the efforts of the Reverend Robert Isham, Rector of Lampport. The school finally closed in 1909. During the first World War the building housed Belgian refugees and then German prisoners-of-war. From 1925 the upper floors were let as a flat, and the big schoolroom, on the right as you enter, has from that time served as a village hall. In recent years, too, part of the ground floor was used as the elementary school, but now that a grand new school has been built on the edge of the village, and the upper floors are untenanted, the Peterborough Diocesan Education Committee have no further use for the building and wish to dispose of it. The urgent question is to find a new use for it.

The Society for the Protection of Ancient Buildings has interested itself in the building's future and at their request Mr. David Nye has inspected it and drawn up a report. He has found the structure to be in reasonably sound condition, but needing approximately £3,000-£4,000 to be spent on it to put the building into a good state of repair. He has prepared plans showing how with comparatively small alterations it could be converted into a guest house, a home for old people or widows of clergy, or a number of self-contained flats. One might add, too, that it would make a most attractive hotel in a part of the country famous for its hunting, where good hotels are scarce. The ground-floor rooms, being large, would adapt themselves admirably for lounge, cocktail bar, dining-room and kitchen. The two upper floors would provide 15 bedrooms with five bathrooms and also a manager's flat.

The building contains a remarkably fine staircase, still Jacobean in character. And there is over an acre of garden, which could be made, as it has been in the past, both charming and productive.



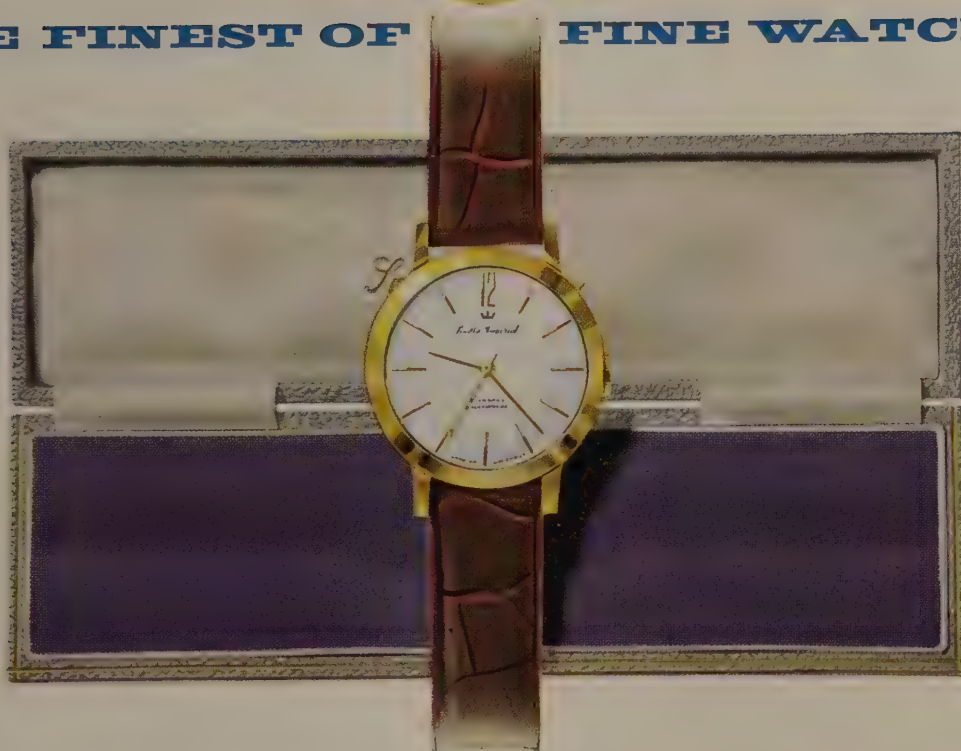
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CONVERTING UNWANTED HAZEL COPPICE

Written and Illustrated by J. D. U. WARD

MAJOR conversions from one silvicultural system to another are liable to be expensive. And the costs of converting from hazel coppice to high forest were admitted to be generally high in the Forestry Commission's 1956 bulletin *The Utilisation of Hazel Coppice*. But hazel still occupies over 150,000 acres of English woodland—at a time when all our hazel needs could be supplied from under 15,000 acres. Prominently in the background of the picture are such details as the decline (by about 75 per cent. in the last 20 years) of the numbers of downland sheep and the practice of folding (with which hazel was connected, because hazel-wattles were made for folding), the dislike of the younger generation for such lonely tasks as shepherding and making wattles in the woods and the wider use of wire-netting as a substitute for wattles.

The Forestry Commission, while keen not to damage (rather to encourage) any viable relics of such ancient rural crafts as hurdle-making, has not been able to ignore the existence of more than ten times as much hazel territory as is really needed. Various and extensive work on the conversion of hazel has been done by the research department. And early this summer a Dorset and Somerset divisional meeting of the Royal Forestry Society was shown something of the experiments in Gardiner Forest, which is in the Cranborne Chase area about 7 to 15 miles south-west of Salisbury.

Here 1,750 acres are concerned and 500 acres of the forest still remain to be planted. A major factor in determining the prospects of conversion is, of course, the soil. Gardiner Forest is mainly on the chalk with a thin overlay of clay and clay-loam, from 3 to 20 ins. The elevation is 340-700 ft. above sea level, the rainfall about 35 ins. a year.

Two things were immediately impressive: the height and density of the jungle into which uncut, neglected hazel will grow; and the useless character of the overgrown, misshapen rods at this stage, when many are over eighteen feet long. Hence the difficulty and the already-mentioned high costs of coping with the situation.

In some of the earlier plots conversion to broad-leaved high forest had been achieved. After 15-18 years the hazel was gone and instead there was a mixture of beech, ash and



OVERGROWN HAZEL COPPICE. Such coppice is expensive to convert to high forest, largely owing to the need to cut the hazel more than once before it dies

sycamore. But none of these was likely to rejoice a critical forester's eye. Ash was mainly a failure; neither soil (quality and depth) nor water supply was really adequate for ash. The beech had done better, but much of it was genetically of such a poor type that one could only groan. The sycamore looked more promising, but some people were recalling a general rule (does it in fact exist?) that sycamore in the south of England is seldom good by North Country standards.

Much of the high cost of conversion naturally flows from the need to cut and clear the hazel. Cutting usually means repeated cuttings. The old stools cling to life and won't pack up and accept domination easily at the forester's

desire. An interesting point relates to the season of cutting. It was admitted that the first cutting had often been in winter, when the hazel rods might (if of the right age) command £9 an acre. But since the main object was to convert, for which the greatest possible weakening and eventual death of the hazel was required, it might have been better policy to cut in summer. Then the stools would have bled more and subsequent growth would have been so much weaker that the loss of £9 an acre for the rods might have been outweighed by the reduction in future expenses.

More recent experiments were in the stage where old hazel was still standing in hedges or lines, with the successor trees planted in cleared rows between; or groups of successors had been established in the jungle. Beech, especially, thuya and tsuga were the species chiefly used; obviously, unless the planted lines were to be kept clear, the successor species must have some degree of shade tolerance. One official opinion was that Norway spruce possibly offered the best hope where there was only a shallow topsoil. I observed that a few of the unpopular Corsican pine in fact showed a more aggressive vigour, presumably more because their roots were penetrating the chalk than anything else. But Corsican pine does not tolerate shade, nor does Japanese larch, which was also doing well when it had been given a chance.

Specimens of Serbian spruce (*Picea omorika*) promised well; but here there seemed to be some doubt whether the seed had indeed been pure *omorika* or a hybrid with Sitka spruce for the other parent. Lawson cypress looked healthy, as did also cherry and nothofagus, but these last two were regarded more as interesting curiosities with some amenity value rather than as main species, for serious, large-scale, economic use in the problem of converting hazel coppice.

The Forestry Commission's general attitude to the conversion problem and what it had to show was decently diffident. There was no overconfident suggestion that all the answers had now been found or too-dogmatic statements. More than once it was explicitly remarked: "If we were starting now, I don't think we should try this way."

An interesting subsidiary point made during the day related to the use of rather old



OVERGROWN COPPICE WITH CLEARED LINES PLANTED WITH THUYA AND BEECH. A thuya is indicated by the arrow



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h plants from the nursery. Normally, over-
l nursery stock, if not pre-treated by root-
ing or wrenching, is best burnt. Forest
s establish much better in forest conditions
ut out while still young. But in the special
ditions of planting in close shelter, for con-
sion work, it had been found that older
its, with their poorer root systems (i.e. lack-
a proper proportion of fibrous rootlets to
rest of the tree) could be used successfully,
emoval from the nursery and replanting in
forest were all in one day's work. I would
ss that the rainfall of the first April/May
owing the planting would have much influ-
e on the percentage of takes to failures in
kind of borderline work in breach of the
al rules or practice.

Another minor point related to what many
ple consider a suburban or London shrub,
et. Privet was a bad indicator and bad
hbour which usually meant the soil was
low. It was difficult to destroy, but its
mplete removal might be followed by a grati-
ng improvement in the successor. One former
vet area in Gardiner Forest now carries
uglas fir, planted as recently as 1956. (As a
eral rule, foresters do not like to plant
uglas fir where there is only a shallow topsoil
r a chalk.) It is scarcely necessary to recall
t many landowners embarrassed with un-
ated hazel coppice will have it in the form of
pice with standards (that is, as underwood
open-grown oak standards) and not as pure
el. Coppice with standards, one of the most
miliar silvicultural systems in the southern
f of England, ought normally to be cheaper to
vert to high forest, especially if there were no
ection to the discreet employment of conifers.

Summing up, one was left at Gardiner
rest with the impression that the Commission
l perhaps been too anxious to convert to
dominantly broad-leaved forest, or to retain
eneral broad character, since hazel is a broad-
ved species, and that the usual policy of
ablishing a predominantly coniferous forest
ght have been less costly and more rewarding.
rge sums of public money had evidently been

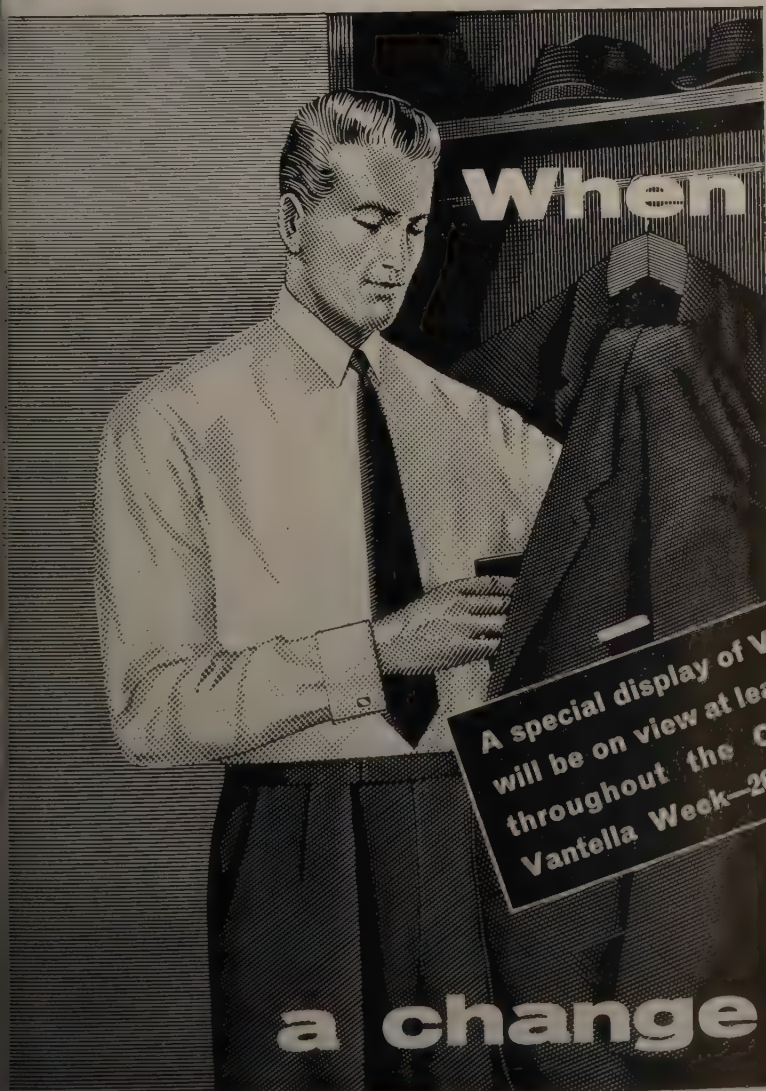


MAKING FAGGOTS FROM HAZEL UNDERWOOD. According to the author, the country's needs could be met from 15,000 acres of hazel, but there is in fact ten times that amount

spent, perhaps with rather meagre positive results.

At the same time, the value of negative results—of making mistakes and learning that this or that was probably not a promising technique for tackling a difficult problem—should not be underrated. Too many forest meetings are centred on show plantations

illustrating exceptionally good or lucky forestry, when more might very often be learnt from failures or near-failures. Last, I think that the work of converting neglected hazel coppice might be suitably commended to the notice of successful city and commercial gentlemen in search of ways of employing excess profits advantageously.



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THE ROCK WILDERNESS OF SNOWDONIA

Written and Illustrated by W. A. POUCHER



—LOOKING TOWARDS THE BUTTRESSES OF TRYFAN IN THE GLYDERS ACROSS CWM TRYFAN IN SNOWDONIA. The northern flanks of the Glyders are “split up by craggy spurs”



—VIEW ACROSS CWM TRYFAN TO GLYDER FACH AND BRISTLEY RIDGE

ANYONE who has travelled along the Holyhead Road, from Capel Curig to Bethesda in North Wales, will have noticed the barren wilderness of rock, known as the Glyders, that stretches for about six miles on the south side of the highway. He will also have observed the striking contrast that exists between this lofty desolation and that of the verdant slopes of the Carneddys, which hem in the road to the north, and where the only craggy outcrop occurs high above the head of Nant Ffrancon. On a sunny morning this short journey will delight the eye of the mountain lover, and its attractions are heightened at the watershed by the rippling blue of Llyn Ogwen.

The Glyders form one of the five well-defined ranges of hills that constitute Snowdonia, and they are a unique feature not only of this famous mountainous region, but also of the whole of Britain.

Their northern flanks are split up by craggy spurs into a whole succession of wild cwms, some of them cradling small tarns and others rimmed by sheer cliffs, and the whole of them is graced by the superb wedge-shaped rock peak of Tryfan. Perhaps the grandest hollow is Cwm Idwal, whose beautiful lake is frowned upon by the precipices of the Devil's Kitchen, but all of them have their special topographical features and are the delight of both rock climber and hill walker. Strangely enough, the southern aspect of this range is completely different and more reminiscent of that of the Carneddys, as may be seen by all who travel from Capel Curig to Llanberis by



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3.—SPECTACULAR PILE OF ROCKS ON THE SUMMIT OF GLYDER FACH

ay of Pen-y-Gwryd, Pen-y-Pass and the famous Pass of Llanberis.

There are several approaches to this vast rock wilderness, and, while the summit ridge may be reached easily from either of the hotels adjacent to its southern flanks, the most revealing and interesting ascents are undoubtedly those starting from the other side. A conveniently placed car park will be found at Ogwen Cottage, and this will shorten the walk for those coming from Capel Curig and Bettws-y-Coed. There is a choice of four routes, and all have much to commend them. The longest starts from Helyg, which, however, is nearly three miles to the east of Ogwen, and since in any case the descent terminates at the Cottage, it is a good plan for one member of the party to leave the car to the park after the others have got out at Helyg, and to meet them on the summit ridge by ascending one of the shorter routes.

One of the merits of this ascent is that of easy gradients throughout, and the uphill tramp actually begins almost opposite Helyg, the lonely farm of Gwern-y-Gof-isaf. As height is gained on the grassy ridge the superb elevation of Tryfan is disclosed, and when one looks across the depths of Cwm Tryfan from a point opposite its summit, crowned by the twin boulders of Adam and Eve, the rock architecture of its three magnificent buttresses is seen clearly in the morning sunlight above the long, thin line of Heather Terrace which crosses the face of the mountain (Fig. 1).

Higher up the ridge, at a point near its junction with the main mass of the range, lie Llyn Caseg-Ffraith and its adjacent pools, all of them flashing jewels in a sublime setting. They are held in the grip of the mountain-side by a rocky rampart from which is revealed one of the finest prospects of Bristley Ridge. Hereafter the route circles the head of the cwm, crosses the well-trodden miners' track coming up from Pen-y-Gwryd, and rises gradually over boulder-strewn ground to the top of Bristley Ridge, whence Glyder Fach is easily reached.

The most popular route to the Glyders goes over the north ridge of Tryfan, followed

by the ascent of Bristley Ridge, but the former section admits of one variation, namely, the less arduous walk along Heather Terrace. It begins near the head of Llyn Ogwen and just below the Milestone Buttress, a popular playground for rock climbers, both expert and tyro. A long scree slope gives access to the crest of the north ridge, where the track forks; the left branch leads to Heather Terrace and that on the right rises steeply in places and affords plenty of interesting, but safe, scrambling. As height is gained the panorama widens, with extensive backward prospects of the Carneddws and bird's-eye views of Llyn Ogwen below. In its higher reaches this route opens up some spectacular aspects of the great buttresses on the left, and eventually places the walker beside Adam and Eve, where one of the feats of

the agile is to jump from the top of one boulder to the other. A rough descent leads down to Bwlch Tryfan, where it is joined by the track from Heather Terrace, whence a long scree slope rises to a neck below the pinnacles of Bristley Ridge. The twisting route is well marked by the nailed boots of countless climbers and affords some amusing scrambling before it emerges on the skyline with Glyder Fach ahead.

Another delightful but more enclosed route begins at Ogwen Cottage; it skirts Llyn Bochlywd and attains Bwlch Tryfan by a winding path. The finish is over Bristley Ridge, as already described. The fourth route has also the same starting-point, but instead of entering the cwm it keeps to the right and climbs Y Gribin. This is a fine, airy escarpment revealing unusual



4.—THE CANTILEVER, A BALANCED SLAB NEAR THE SUMMIT OF GLYDER FACH



5.—SNOWDON IN THE BACKGROUND PAST THE CASTLE OF THE WINDS ON GLYDER FACH

views of Tryfan on the left and of Cwm Idwal and the Devil's Kitchen on the right. But it attains the skyline to the west of the Castle of the Winds and if you want to see the whole of this rock wilderness you must walk east to Glyder Fach and return to the same spot to continue the traverse to its conclusion.

During the past 30 years it has been my good fortune to ascend these four routes on several occasions, and in view of the fickle

weather, I have never tired of the splendid prospects, because they never looked the same on any two days. The most exciting traverse I ever made was with a friend in late February, when heavy snow cloaked the hills and the sun shone in all its glory to transform the landscape into scenes of Alpine splendour. Tryfan then vied in beauty with any Himalayan giant and Bristley Ridge might have been a smaller edition of the Dent d'Herens.

As snow was up to our knees, the going was tough, but as the summit ridge of the Glyders was so heavily and smoothly draped in white the snow concealed all the gaps between the innumerable boulders and every step had to be prodded with an ice axe before it was taken. While the longest route of ascent is, perhaps, the least exciting in normal conditions, it nevertheless affords the walker with a camera the best opportunities throughout, as every feature is favourably illuminated as it is encountered, including Idwal Slabs, reached during the later stages of the tramp, which gleam brilliantly in the westering sun.

Let us assume the wanderer has attained the top of Bristley Ridge. He turns to the west along the summit plateau and is faced by a vast desolation, the wildest outside Skye. Boulders are strewn about chaotically everywhere and some of the well-defined collections have been named; one of them is known as the Mushroom Garden. Here he picks his way carefully and, bearing to the left, soon encounters the Cantilever—a balanced slab on which a passing climber posed voluntarily to impart scale to my picture (Fig. 4). I do not think it has been established how many people can assemble on its overhang, but some years ago a schoolmaster wrote to say a dozen of his boys had sat there without disturbing its equilibrium.

Near by rises Glyder Fach, which displays the most spectacular pile of rocks on the ridge (Fig. 3). The summit can be reached by a good scramble, and it is not uncommon to see a party sitting there and eating their lunch while enjoying the marvellous views. Continuing westwards, our wanderer perceives ahead the most enchanting scene of all; for the Castle of the Winds seems to block his way, but it makes a splendid subject for the camera, with Snowdon and its satellites rising gracefully in the far distance on the left and a glimpse of the nearer Glyder Fawr in the background (Fig. 5). The crags of this obelisk fall steeply to Cwm Bochlwyd on the right and the walker should not attempt to pass on this side. It is better to



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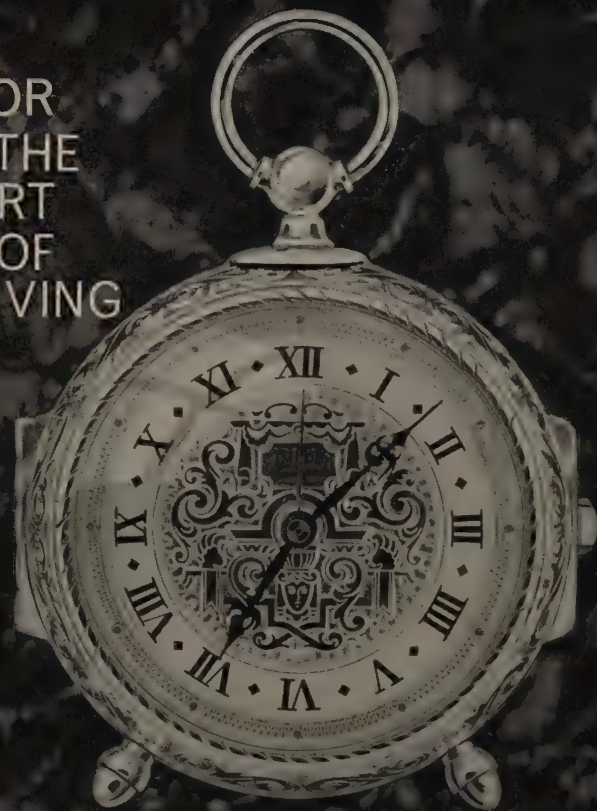
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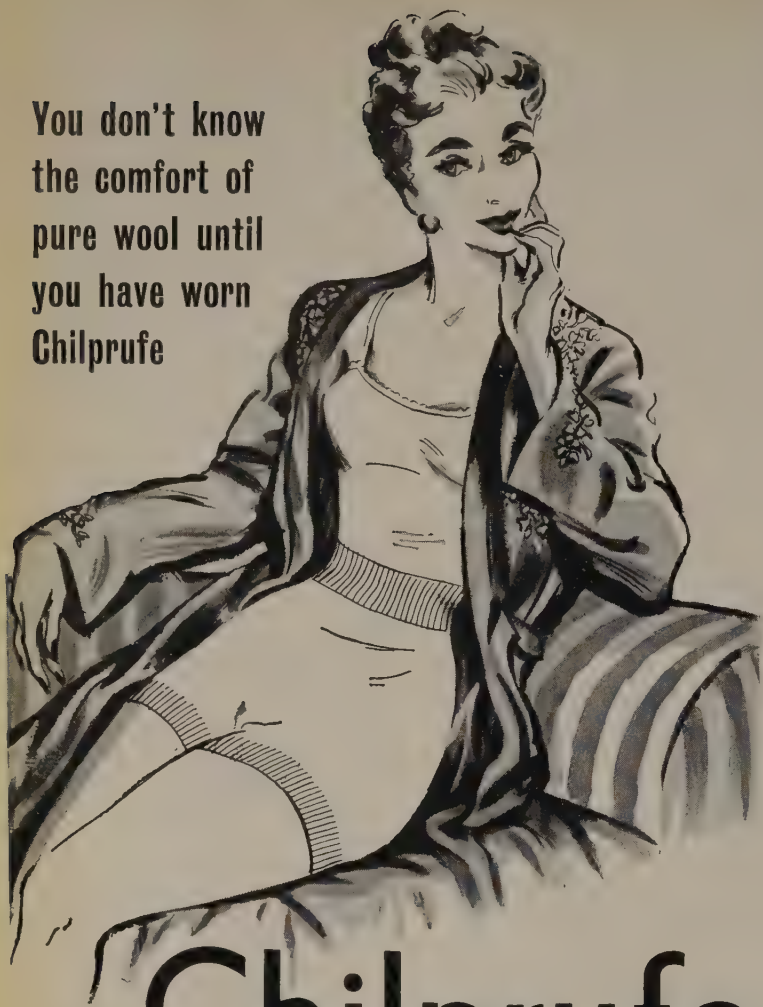


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ramble over the top, or pass to the right of the small pinnacle, beyond which he will find a way down its steeper flanks to the lowest point of the ridge. Y Gribin merges with it hereabouts, whence a rough path rises gradually, past the Nameless Cwm on the right, ultimately reaching Glyder Fawr. This top is only 17 ft. higher than that of Glyder Fach, and here our wanderer will doubtless turn to scan the wild prospect which might well be a scene of utter desolation on the moon.

The descent now begins and the walker will soon test the strength of his knees by walking down a long and winding scree track which eventually places him beside Llyn-y-Cwm, a lonely sheet of water in a bizarre setting. While in the vicinity he will wish to see the fantastic chasm of the Devil's Kitchen, and the best way to find it is to follow the stream down. This spectacular gash is enclosed by precipices and reveals a glimpse of Llyn Ogwen and Llyn Idwal far below. There is a cairn

some way to the right and this marks the rough track leading down to the rake below the Kitchen, whence our wanderer will thread his way through an immense collection of boulders that peter out on the grassy slopes above Llyn Idwal. The path forks, and photographers should take the left branch because it opens up the best shot of Idwal Slabs across the blue. And so, after circling the tarn our wanderer returns to Ogwen Cottage to end a rewarding day on one of the lofty ranges of Snowdonia.

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THE RENAISSANCE OF A MOATED HOUSE—II

OLD SURREY HALL, DORMANSLAND, SURREY ◊ By H. DALTON CLIFFORD

THE early history of Old Surrey Hall was dealt with fully in an article by Arthur Oswald which appeared in COUNTRY LIFE of September 14, 1929. The house was probably built by William Gainsford, second son of John Gainsford, of Crowhurst, near Lingfield, Surrey, who died in 1450, and it remained in the Gainsford family until 1679. From then on its status and fabric gradually deteriorated until, as we have seen, by 1922 only the great hall remained, occupied as a farm-labourer's cottage.

The estate was originally known as Blockfield, even before the hall was built, and Allan Fea referred to it by that name in his book *Picturesque Old Houses*; but old Ordnance maps mark the site "Remains of Old Surrey Hall." It seems probable that it was given this name by Sir John Major, who bought the property in 1764, to distinguish it from his Sussex property, Shovelstrode for the two estates adjoin. The stream which marks their common boundary—the upper waters of the Medway—is also the boundary between the two counties.

Old Surrey Hall lies on the northern slope of the valley in a corner of the 900-acre estate, and its remoteness from any public road is sufficient, if not the only, explanation of its long period of neglect. In all other respects its situation is ideal. It stands on an almost square plateau surrounded by a moat, through which runs a stream of clear water from a spring higher up the hillside. By the middle of the 15th century moats were no longer needed for defensive purposes, which suggests that there may have been an earlier house on the site. But this moat has other advantages. It serves instead of

a high wall to keep out stray animals and discourage thieves and acts as a drainage ditch to carry off surplus surface water. In all probability it was stocked (as it is to-day) with fish, which fattened on the kitchen refuse that was thrown into it. These and other considerations may well have justified its construction at such a late date.

Unlike some moated houses that stand

on sodden ground surrounded by stagnant water, this is on a well-drained hillside. On the south side the banks of the moat need constant attention to prevent the water from leaking out, for here the ground falls away in terraces to the bowling-green, tennis courts, squash court and swimming-pool, while the overflow from the moat cascades down a series of miniature waterfalls until it joins the boundary stream, at this point widened into a sizeable lake by judicious damming and dredging.

No doubt William Gainsford, when he built the house, wished to out rival his elder brother, for he made the great hall bigger, sturdier and more elaborate than that at the latter's house at Crowhurst. It stands on a stone plinth, and the spaces between the vertical timbers are filled with brick nogging laid in a rather random herring-bone fashion designed, it is supposed, to settle and take up any gaps caused by shrinkage or movement in the timbers. Early photographs show a pedimented 18th-century doorway in the centre of the west front, but George Crawley removed this when he restored the hall in 1922. He reinstated the fine bay window on this side of the house and gave it a new gabled roof (which was not an improvement). Finding evidence that a similar window had existed on the opposite side of the hall, he created a new one to match, and it is not easy to tell from appearances which is the original. The eaves have an unusually wide projection and are supported by curved brackets, which were plastered over to form a continuous cove when Allan Fea described the house.

Traces were found of a hearth in the middle of the hall floor, and Crawley, as if to commemorate its existence, made an octagonal smoke aperture in the roof-framing above it. He also



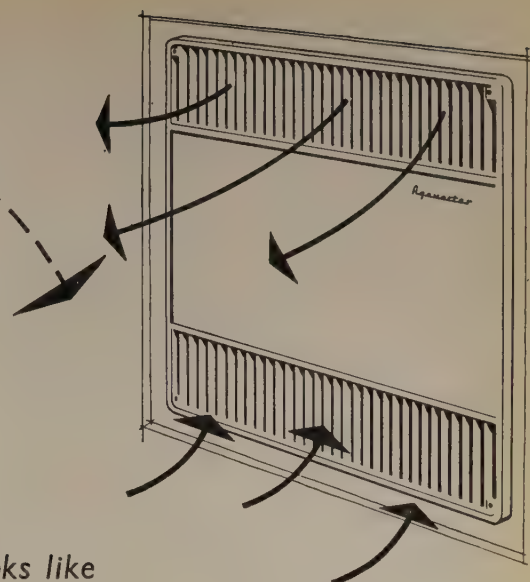
THE GREAT HALL FROM THE WEST. A view taken from within the courtyard



THE SOUTHERN STRETCH OF THE MOAT. On the left is the end of the projecting south-west wing of 1937, and beyond to the right is part of the 1922 addition

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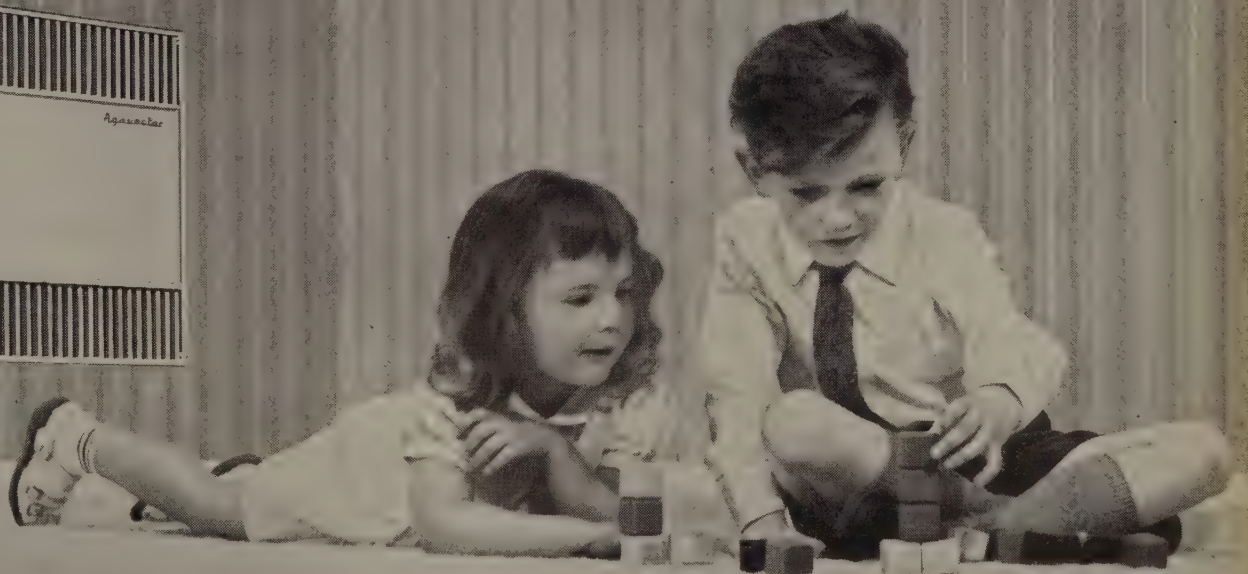
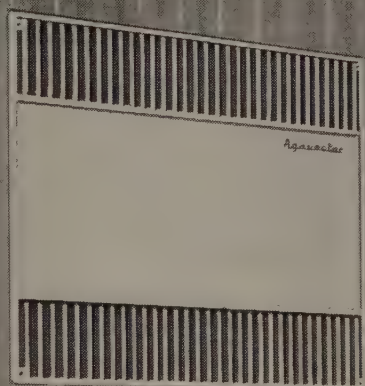
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FROM THE GALLERY AT THE NORTH END OF THE HALL. The massive arched beams serve only as ties to prevent the walls from being thrust outwards by the weight of the roof. There is no evidence that they supported kingposts

took down the entire south wall, in which there was a rough Tudor fireplace, and rebuilt it in a grander style. In the north wall there were two original doorways, which must have led to the buttery and kitchens, indicating that the north wing was the office range, as it is now. The gallery and screen, with its rather too delicate tracery, are Crawley's work.

In its present form the house makes an impressive picture when it comes into view at the end of the long drive. On either side of a broad forecourt are two ancient barns, one with an oast house behind it, and these have been

converted into garages and living accommodation for guests and staff. The entire façade of the house on this side is modern, having been added in 1937 by Walter Godfrey. After crossing the forecourt and the stone bridge over the moat one passes under a covered way, which carries a corridor connecting the ends of the north and south ranges, and so enters the inner courtyard. Only then is the original great hall revealed, occupying the eastern side of the court opposite the opening. There are now three front doors, one each side under the covered way, and one in the south-east corner. The other sides of the

courtyard, to right and left, consist of the wings added partly by Crawley and partly by Godfrey.

Although some parts of the house are nearly 500 years younger than the hall, the mossy slabs of Horsham stone which cover all the roofs, and the flowering creepers which clothe the side walls combine to blend the parts together. Students of 15th-century architecture may find the mixture confusing if not unpalatable, but no one can deny that this house, restored to a full and vigorous life after nearly 250 years of neglect, makes a delightful home.



THE DINING-ROOM UNDER THE GALLERY. The panelled screen divides the dining-room from the rest of the great hall. (Right) THE NEW DRAWING-ROOM. This occupies the south-west wing, part of the additions made in 1937



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A VARIETY OF HARDY HEATHERS

By TOM EDRIDGE



ERICA CARNEA, A CONTINENTAL HARDY HEATHER THAT HAS BEEN CULTIVATED IN BRITAIN FOR TWO CENTURIES. It flowers between autumn and late spring and is tolerant of lime. (Right) *ERICA VAGANS* ST. KEVERNE, WHICH GROWS UP TO 2 FT. TALL. "Foliage looks robustly green in winter and summer"

THE increasing use of heathers has been a characteristic of 20th-century informal gardening. The word heather strictly should apply to ling, *Calluna vulgaris*, in its dozens of forms and varieties, and the several species of erica hardy enough for gardens ought to be called heaths. But the habit seems to have come to stay of lumping them all together as the hardy heathers. Those who like to speculate upon the ways of evolution may find interesting material in the fact that of some 500 species the large majority are natives of South Africa, and hence are not hardy enough for Great Britain. The few spreading up through Europe have

naturally tended to become hardier the farther north they have reached. For example, *Erica australis* from Spain is of doubtful hardiness over much of Britain. Why ericas are not found as natives in that land of shrubs, China, or in America, can lead to further evolutionary speculations.

They have had several handicaps to overcome in general garden use. The first was the perhaps natural (in Britain) but misleading idea that all heaths or heathers dislike lime. This arose because our five native species are lime haters. But some of the Continental species, in a way more valuable than our natives because

they flower between autumn and late spring, are tolerant of lime. As one of them, *Erica carnea*, has been cultivated in Britain for a couple of centuries, the news should have got round by now that some hardy heaths at least do not need an acid soil.

A more recent handicap may have originated as a result of reactions to excessive enthusiasm. It was often implied that heaths and heathers smothered all weeds and wanted no attention. Such an effect is not likely to be true of any of them until young plants have had time to establish themselves and close their ranks. Self-evident as this may seem, some people have expected too much at once, and have been disappointed to find that human aid is still necessary to cope with weeds after planting ericas, at least for a time.

Yet another handicap may have originated from a tendency to think of the various species and hybrids as one large group of more or less equal vigour and adaptability in gardens. But it is only in a minority of even lime-free gardens that all of them will flourish, and so be in a condition to smother opposition.

The sight of *Erica cinerea*, variously called bell, Scotch or grey heath, frequently accompanied by *E. tetralix*, the cross-leaved heath, and with ling, covering miles of inhospitable moorlands or cliffs, may be misleading to gardeners: they look so healthy in spite of grazing animals and burning. But it is partly this rough treatment from grazing and fires which makes them so fresh and bushy. Too often in gardens they have become straggly, and the soil is too rich, for it wants a strong-minded gardener to cut them back hard. Also they would not be growing in those moist, acid moorlands unless it suited them. Soil conditions between neutral and a high degree of acidity exist in many gardens, but often such soil becomes drier in summer than *E. cinerea* likes. Attempts to grow a wide range of ericas in a slightly acid soil



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in a slope liable to get dry in real summer weather show that *E. cinerea*, closely followed by *E. ciliaris*, the Dorset heath, have been the first to suffer, whereas *E. vagans*, the Cornish heath, seems without doubt the most vigorous and satisfactory of our natives as a garden plant.

Perhaps the fact that *E. vagans* does not appear established as a wild plant away from the south-west might be taken as an imputation on its hardiness, yet in gardens it seems to get through our colder winters in most parts of Britain. This is the species that with a minimum of attention makes sturdy, spreading bushes approaching 2 ft. in height, and the one most likely to dominate any weeds. The slightest suspicion of lime, which disturbs *E. cinerea*, does not worry *E. vagans*—though it appears to resent much more than a suspicion of lime. Foliage looks robustly green in winter and summer, and the spikes are packed with flowers from July onwards—flowers whose dead brown petals are an addition to winter colour. St. Levee and Mrs. D. F. Maxwell are good cerise links, and Lyonesse a white. The chances are that of the many ericas in my garden any seedling found will be *E. vagans*: hence perhaps its name, *vagans* (wandering). Perhaps former Ice Ages prevented its wandering into Britain.

Although the botanist might deplore such comparisons as inaccurate, to a mere gardener several of the species appear to group themselves suggestively in pairs. At least four such pairs hint, to those who like to think about such things, that what was once a single species became two. This might come about during a slow environmental change, or by the quicker means of sports. It is difficult, for instance, to consider the tree heaths *E. arborea* and *E. lusitanica*, which appear so much alike with their delicate foliage and scented white flowers, without wondering how close is their relationship. *E. arborea* in mild districts may flower before Christmas and a month earlier than *E. lusitanica*, which itself shows a faint pinkness in the buds not present in *E. arborea*; but it is easy to confuse them. The form *E. arborea alpina* may be an example of one on its way to becoming another species.



A HEATH LIKELY TO SUCCEED IN MOST GARDENS, *ERICA DARLEYENSIS*

Similarly the vigorous *E. vagans* suggests a superficial if rather more distant relationship with *E. stricta* (*terminalis*). The important differences in this pair would imply that any change from one species to two happened a few ages farther back than was the case with *E. arborea* and *E. lusitanica*. *E. vagans* may put up with very slight lime, it does not exceed 2 ft. in height, and flowers down the spike in summer. *E. stricta* has the valuable virtue of really tolerating lime: it reaches 4 ft. or more, and the rich pink flowers from July onwards in terminal clusters also provide warm brown colour in winter. In spite of these obvious

divergences the pair look closer to each other than to the others. *E. australis*, not very hardy but very beautiful, especially when its large purplish flowers are not open for comparison, appears to have affinities with the lime-tolerant, hardier, but smaller flowered *E. mediterranea*. Also, in a superficial way, *E. tetralix* looks closer to *E. ciliaris* than to others.

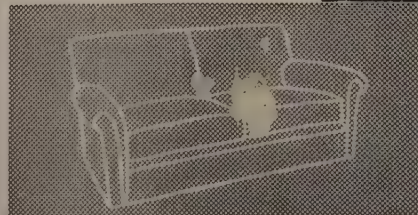
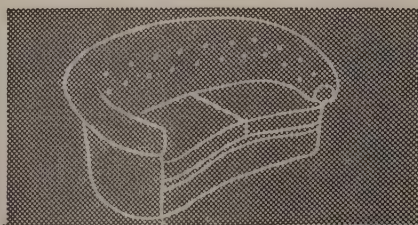
There are regions in Britain where doubtless almost all the heaths and heathers would prosper, particularly places like Dartmoor, the New Forest and parts of Derbyshire if sheltered. But in others they should be selected with three things in mind: the presence or absence

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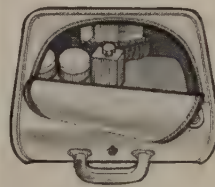
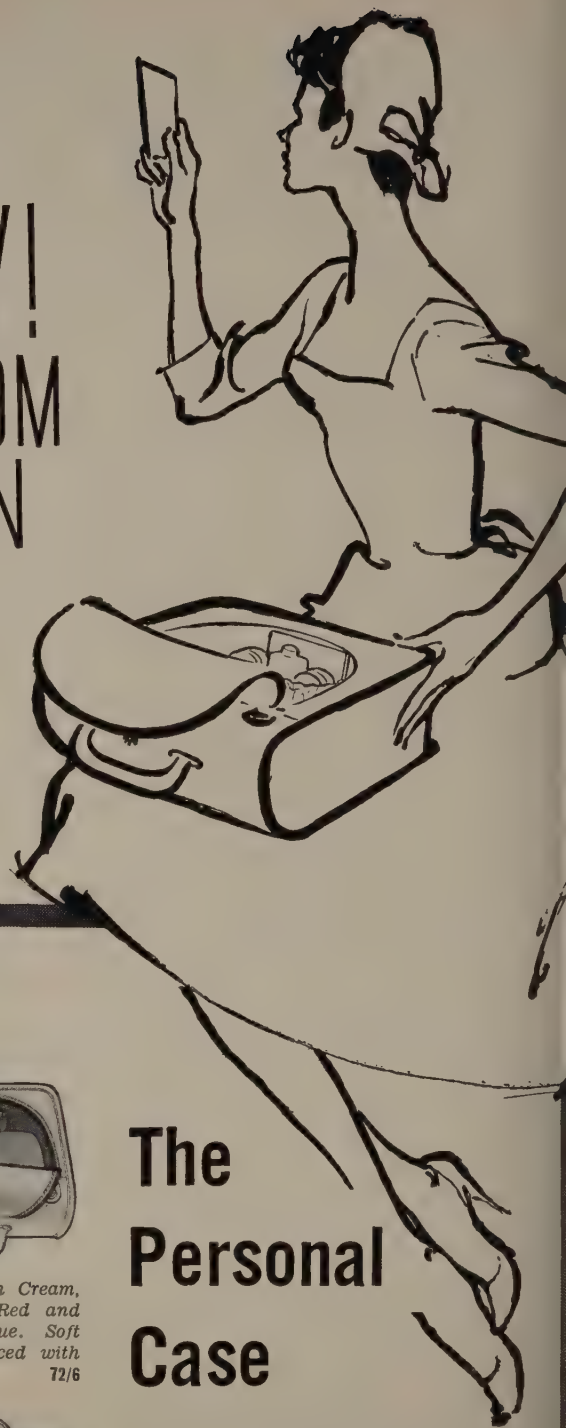
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of lime; temperatures in winter (12 degs. F. or more than short periods is the danger line for some of the tree heaths); and the moisture content of the soil in summer.

If one remembers that the plants enjoy best a situation in sun and wind, the following is an approximate order of decreasing adaptability in gardens. *Erica darleyensis* and its parents, the short *E. carnea* and tall *E. mediterranea*, both in a variety of forms, are likely to succeed in most gardens, except where a recalcitrant clay is at its worst. As well as tolerating lime they can put up with winter cold and dry summer conditions which cause some other species distress. To this winter flowering group can be added the lime-tolerant *E. stricta*. With other species and hybrids qualifications must be made. *E. vagans* is the best all-rounder of our natives and may put up with slight lime, especially if helped with heat when planted. The true heather, ling, *Calluna vulgaris*, covering so much of the wilder parts of our country, is a lime hater but comes near to *E. vagans* in its adaptability to the average garden. In most of its varieties, however, it makes a less compact and attractive evergreen when out of flower, and certainly needs more attention in being trimmed back in early spring. Perhaps most valuable are the varieties *aurea* and *cuprea* for the red flush of their foliage in winter.

The white hybrid tree heath *E. veitchii* and its parents, *E. arborea* and *E. lusitanica*, are lime haters and also are a risk when thermometers begin to touch 20 degrees of frost; in cold districts *E. arborea alpina* is a more suitable candidate. In lime-free soil *E. tetralix* seems generally to settle down, subject to the soil's not becoming too dry; its natural distribution farther north makes it tougher than the Dorset heath, *E. ciliaris*, mostly found in the south. Neither of them can stand much drought without looking the worse for it. My own experience on a neutral slightly acid soil is that *E. cinerea* is the most frequent victim in a dry spell, but this might have been less so in a more acid soil.



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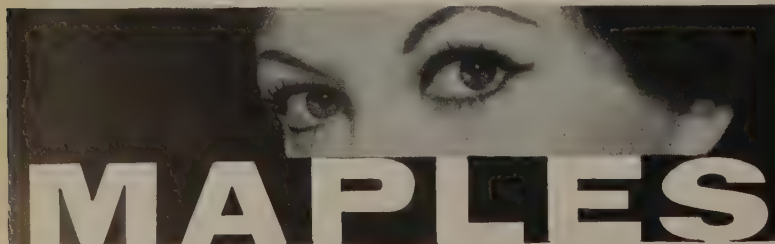
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GUARDIANS OF WILD LIFE

THE WORK OF THE NATURALISTS' TRUSTS

By GARTH CHRISTIAN

THE news that the Surrey Naturalists' Trust, launched as recently as March, has already taken active steps to save certain rare species of wild plants and birds will prompt a sigh of relief in many quarters. Thanks to the help of the Royal Society for the Protection of Birds, and a most sympathetic response by the War Office, a large stretch of Surrey common forming the breeding haunt of attractive birds was placed out of bounds to troops on manoeuvre between April and July. Around Witley Common, near Godalming, the Trust has inspired special measures to prevent the frequent heath fires which are such a menace to the birds and bog plants of our south country commons. Yet enthusiasm for this new venture may be tinged with a trace of sadness. If the Trust had existed sixty years ago, would the countryside of Surrey still be harbouring hosts of plants and animal species which have recently dwindled near to extinction?

Even to-day there is not an English county without its abundant flora and fauna. Yet each month seems to produce fresh threats to the welfare of our wild life; and there cannot be many well-informed countrymen who are not grateful for the spirited leadership of the Nature Conservancy, the Council for Nature, the Society for the Promotion of Nature Reserves and other bodies which are doing so much to stimulate and guide the activities of some 50,000 declared naturalists who must often be perturbed by events around them.

In moments of depression about prospects for many wild creatures, I find it encouraging to consider the achievements of the county naturalists' trusts in Norfolk and Yorkshire and Lincolnshire; or the younger trusts in Leicestershire—founded in 1955—Cambridgeshire and the Isle of Ely, and in the West Midlands. It was a hopeful sign of the times, too, when naturalists from a south-east England met in London in the spring of 1958, under Lord Cranbrook's chairmanship, and decided to seek the formation of more county trusts, in their over-populated corner of the Kingdom.

Within a few weeks 400 people attended an enthusiastic meeting in Maidstone to launch the new Kent Naturalists' Trust; now a similar trust has been formed in Essex; and on November 14 the Oxfordshire Naturalists' Trust will hold its first public meeting in Oxford. Before long the wild life of Hampshire and Sussex, Wiltshire and Buckinghamshire may begin to benefit from the activities of more local trusts. What can such bodies hope to accomplish? Perhaps the best answer is that provided by the existing county trusts.

It was as long ago as 1926 that the Norfolk Naturalists' Trust began its good work of managing the 400 acres of Cley Marches, now the home of a well-known Bird Observatory. Within two years the Trust secured the 26 acres of Starch Grass Marsh, familiar to successive generations of water-rails and harriers.

Gradually their list of Reserves, each one possessing special ecological value as the haunt of an uncommon plant and animal communities, grew ever more imposing; and in 1945 naturalists over the country rejoiced to learn that Whiteslea, Hickling Broad, preserved for half a century by the late Lord Desborough as the home of bitterns and bearded tits, marsh and, sometimes, Montagu's harriers, was safe for ever in the hands of this County Trust.

Not all the visitors who were escorted into the area by the late Jim Vincent, perhaps to view a spoonbill or a tiny speck in the sky which may or may not have been a Montagu's harrier, and Jim Vincent understood the psychology of naturalists as well as he comprehended the ways of birds—may have appreciated the degree of skill frequently needed by those who manage nature reserves. It is not surprising that the Society for the Promotion of Nature Reserves, when making substantial grants towards the purchase of new reserves by local trusts, always insist on the existence of "proper committees of management working with competent scientific vice."

The Norfolk Naturalists' Trust, for instance, possesses sanctuaries with such widely different needs as the heaths of Breckland—some of them now managed by the Nature Conservancy—the Broadlands at Barton and Alderfen, with their rich insect fauna, and the small coastal sanctuaries. Without skilful management, many of these reserves would rapidly change their nature and become unsuitable for the very plants and animals they are designed to protect.

In Yorkshire, where a County Naturalists' Trust was formed at the end of the last war, special attention has been devoted to the management of Askham Bog, near York, remnant of a swamp harbouring one or perhaps two pairs of grasshopper warblers, a host of rare insects, marsh and royal ferns and the grass of Parnassus. Most of the surrounding area has been reclaimed for agriculture, and the fate of the Bog itself seemed uncertain when the proposed electrification of the York-Leeds railway, and the consequent re-siting of drain culverts, threatened the existing water-level.



AN AERIAL VIEW OF WHITESLEA LODGE, HICKLING BROAD, NORFOLK. Whiteslea, "preserved for half a century by the late Lord Desborough as the home of bitterns and bearded tits, marsh and, sometimes, Montagu's harriers," is now safeguarded by the Norfolk Naturalists' Trust

Members of the Trust promptly met officials of British Railways and of the Marston Moor Drainage Board, and all parties were well satisfied by an agreement to retain water in the Bog during periods of drought by means of sluices. This case clearly illustrates the value of county trusts, and also shows how helpful much maligned officials of public bodies can be when approached in the right spirit.

Other management problems no less difficult have been satisfactorily solved by the Lincolnshire Naturalists' Trust, which has done so much good work during the first decade of its existence. There was a time when some of the 25 species of butterflies thriving in the oak-ash woodland of the Lincolnshire Gate Scrubs Nature Reserve, in the south-western corner of the county, seemed likely to be endangered by afforestation. Fortunately, the Forestry Commission could not have been more helpful, and they willingly discussed the problem with officials of the Trust and the Nature Conservancy. Since most of the butterflies are creatures of the rides and woodland boundaries, it was clearly desirable to leave unplanted a broad strip of grass land beside the wood. This, the Forestry Commission generously agreed to do, and they also arranged to plant oak rather than beech on the remainder of the grass land.

Equally happy has been the co-operation between the Trust and private landowners. Several experienced botanists were more than a little gloomy on hearing reports that an area of oolitic pasture, unusually rich in rare flowers,

was to come under the plough. The Trust approached the owner, Mr. P. B. Lockwood, of Holywell, and he responded with the cheerful news that there was no immediate intention of ploughing this ground. He undertook to consult the Trust should he wish to cultivate this area in the future; and he announced his intention of never disturbing a particularly important piece of ground where the flora is exceptionally interesting.

Nor can it be forgotten that the bulldozer, the plough and the spraying machine are not the only enemies of our flora. If the present wise grazing programme were not maintained on this Lincolnshire farm, the uncommon flowers would soon be banished by advancing scrub.

All too little is known about the best ways of managing natural areas. However, the Nature Conservancy have embarked upon a programme of systematic research in applied ecology and reserve management, and year by year new knowledge accumulates which is readily placed at the disposal of the local scientific societies.

Even to-day it is often suggested that nature reserves are likely to become the haunt of pests. "Farmers," thundered one critic, "will take a dim view of any proposal to establish a nature reserve where all animals—including rabbits?—are protected and allowed to spread on to adjoining land." On the Saltfleetby—Theddlethorpe Dunes Nature Reserve, where natterjack toads thrive amid the bog pimpernel and felwort, the vipers bugloss and the skullcap, we find the Lincolnshire Naturalists' Trust going to some trouble to ensure that magpies and carrion crows do not breed; and when a few rabbits invaded the area, prompt action was taken to banish the pests. Much the same thing happened, too, on Scotton Common Nature Reserve, one of the last remaining stretches of blown-sand heaths in the county, and another of the dozen reserves owned or managed by this Trust.

By co-operating closely with the local planning authorities, the county surveyors—who control the management of road-side verges—and landowners and farmers, the county naturalists' trusts may achieve a good deal to ensure that the beauty of our landscape, its wild life and the future fertility of the soil are not recklessly destroyed—usually through ignorance rather than ill-will. Witnesses of what has already been accomplished are the bitterns and the bearded tits, the natterjack toads and the rare butterflies and flowers.

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FARMING NOTES

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LESS than a tenth of an inch of rain in September gave the driest start to any October I remember. The ground has been as hard as rock except where the surface was moved weeks ago. The acreage of winter wheat sown is bound to be greatly reduced. Some people have been able to sow fields that were ploughed early and look for autumn rain coming before the warmth goes out of the ground. With pastures as hard and brown as a board floor the cows, young stock and sheep have all been getting hay. How different from last autumn when there was a flush of grass and no thought of hay feeding in early October! Dry stock are flourishing. Beef cattle are finishing well on the barest feed and the lambs too are doing well on very little. Hay is up in price and I hear that Somerset farmers are paying £10 to £11 a ton already. Yet we all had a wonderfully good hay year and in a more ordinary season supply and demand would put the price nearer £6 a ton. Certainly the variations in our climate make British farming a fascinating business.

Fewer Rats

A REALLY dry summer usually means fewer rats about in the following winter. This is the belief of an octogenarian farmer, who says that when the mother rat is short of water she eats her young. I do not know whether there is any truth in this, but have seen rats near a water trough in the corner of a field where water was overspilling. Certainly they came here to drink.

Scotland's Farming History

SCOTLAND has a great reputation for good farming, but little has been recorded of the historical background to present-day achievements. Mr. J. A. Symon now fills this gap with *Scottish Farming Past and Present* (Oliver and Boyd, 42s.). He gives a straightforward account of conditions through the centuries. There were times, as in the 14th to the 16th centuries, when Scottish agriculture was in decline, but even then livestock numbers were increasing, judging by the great export of hides to England. Scottish people of those times did not rely wholly on oatmeal, as some historians would have us believe. Coming to the present day, Mr. Symon quotes an old farmer as saying, "I am glad to live to see what has happened to farming." The industry is held in good repute, a partnership of state and agriculture has been effected and farming standards are marked by increased technical efficiency.

Shipped Cream Sales

AMERICAN housewives have taken to a big way to pressurised shipped cream. Over four million gallons of cream are sold a year, sales increase being 150 per cent. over the past ten years. The American housewife always welcomes a labour-saving product and this pressurised shipped cream, which I presume is the pressurised shaving lather in a container that someone gave me the other day, must make it quite exciting to decorate cakes, fruit salads and the like. I have not heard of its being sold here.

Attested Cattle

A MAP of Great Britain with the attested areas marked on it shows that the whole of the south and islands of England, together with Wales, parts of north-west England and the whole of Scotland, are now

attested areas. This shows a most satisfactory advance and means that the control by licence of cattle movements within big areas is relaxed. For the past year I have been able to move my cattle to market or sell them to another farmer without the trouble of getting a movement licence. By the end of next year we should have the whole country clear of bovine tuberculosis. This is a great achievement on the part of the Ministry of Agriculture, the veterinary profession and farmers themselves.

Drug to Kill Warbles

AT the Agricultural Research Council's field station at Compton and various other Government centres a new drug to kill warble fly grubs in cattle, before they penetrate the hide, has given good results. It has been used for some time in the United States and Canada and I am glad to hear that it is now being marketed in this country. Provided that the drug is given at the recommended time between the beginning of September and the end of November, during which period the grub has developed far enough, but has not reached the spinal region, the makers, Dow Agrochemicals, claim, there are no undesirable effects. If the Ministry of Agriculture approves this treatment I hope that we shall at long last have an effective campaign on a national scale. We have fiddled about with the warble-fly problem for many years.

Learning in America

THERE is a good offer made to young people of 20 to 30 years of age with practical experience who would like to go on a working visit to the United States. Applicants must pay their own cost of travel to and from Columbus, Ohio, where they will be under the charge of the Ohio State Farming Bureau. Board and lodging will be provided free and for their work the young people will be paid 50 dollars a month. They will be able to visit research and educational establishments, co-operatives and individual farms. They will live for 12 months as members of farm families, which is by far the best way of getting to know the farm people and the ways of farming. These working visits will start in March, 1960. Those interested should apply to the United Kingdom Sponsoring Authority, Agriculture House, Knightsbridge, London, S.W.1.

Where Australia Scores

ONE of the Nuffield scholars who has recently made a round of farm visits in Australia and New Zealand gives a sound analysis in *British Farming* of the low-cost farming economy practised in Western Australia. Mr. L. G. Gloag, who farms at Stokesley, Yorkshire, quotes one mixed farm of 2,000 acres (value £15 an acre) cropping 300 acres of wheat (to yield 15 cwt. to the acre) and carrying 1,000 ewes and 60 cattle. This is run by the farmer, aged 38, and one casual worker. Contract labour is used only for shearing and for carrying grain from the harvester to the bulk store. Sheep handling all the way through is excellent, all the hard work being taken out of it. The climate enables stock to rough it and not suffer. The farm has good fences; there is an ideal harvesting climate; powerful tractors work in large fields; and there is good machinery. Moreover, the farmer has a capacity for hard work. All this results in very high production per man, although production per acre is low by our standards.

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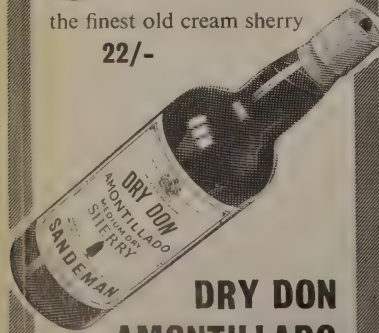
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THE ESTATE MARKET

MAINLY SPORTING

A NUMBER of properties with sporting attractions have come on to the market this month, and perhaps the most important of these is part of the Bawdsey estate, near Woodbridge, Suffolk, which is due to be auctioned at Ipswich on December 15 by Messrs. Jackson-Stops and Staff and Messrs. A. E. Spear and Sons. The sale includes about 3,160 acres of farm land, about 1,125 acres of which are in hand. It also includes Ramsholt Quay, a popular yachting centre on the estuary of the River Deben, a licensed hotel hard by the quay, and a number of houses, cottages and building sites in the villages of Bawdsey and Alderton, which will be auctioned separately on November 20.

Although Bawdsey affords good yachting facilities—there is a thriving yacht club at Woodbridge—shooting is the estate's principal sporting attraction. Indeed, it is one of the finest pheasant shoots in the Eastern Counties.

GROUSE MOOR SOLD

FROM Scotland comes news of the sale of Balmacaan, a well-known grouse moor that extends to 6,000 acres about 15 miles from Inverness. The vendors were Great Bookham Estates, who have held the property since the Balmacaan estate was broken up in 1944. At one time the moor was noted for heavy bags of grouse, and good trout fishing is available in numerous hill lochs scattered over it. Mr. F. F. Bradshaw, of Inverness, and Messrs. Nicolas, of Reading, were the agents.

Acting for a client, Mr. Bradshaw has bought the Loch Letters estate, which includes two farms that at one time formed part of Balmacaan. The property includes a modern house, situated among timbered policies in Glen Urquhart on the shores of Loch Meikle, which provides good salmon and trout fishing. The property was sold by Messrs. Bernard Thorpe and Partners' York office on behalf of the executors of Sir Theodore Chambers.

The trustees of the late Brig.-Gen. Sir Hill Child have sold the balance of the Wootton Lodge estate to Major Alan W. Rooke, the owner of Wootton Lodge. The land, which covers approximately 1,120 acres near Ashbourne on the borders of Derbyshire and Staffordshire, surrounds the house and consists of farms and woodland let to produce a total rent of £1,753 3s. 6d. a year. The figure quoted for the property was £45,000, but Mr. John K. Holloway, who acted with Mr. Alan Morris, land agent to the estate, was unable to disclose the purchase price.

SALES IN WALES

AN important sale of agricultural land scheduled to take place next month concerns about 2,500 acres of the Margam estate, which lies on the outskirts of Port Talbot, Glamorgan-shire. The property is let at moderate rents totalling £2,150 a year and is made up of 12 farms and smallholdings, numerous accommodation lands and sites, 12 houses and cottages and ground rents and afforestation areas let to the Forestry Commission. Messrs. John D. Wood and Co. and Messrs. G. S. Roedemer and Co. will be in charge of the auction.

The demand for fishing of all kinds continues, and there was keen competition at Oswestry the other day when Messrs. Jackson-Stops and Staff's Chester office submitted three stretches of water on the Rivers Banwy and Vyrnwy, which flow through the Trefedriod estate, near Meifod, Montgomeryshire. In spite of the fact that the three beats, totalling a little less than three miles, give right of access to only one bank and that the fishing

is mainly for trout and grayling, the prices were satisfactory, one stretch of 2,200 yards fetching £1,150 and the two remaining beats of 1,467 yards and 1,540 yards fetching £850 and £550 respectively.

1,150 GUINEAS FOR WELSH PONY

THE popularity of fishing is matched by that of breeding and showing children's ponies, but I confess that I was astonished by some of the prices paid at a recent dispersal sale of the Coed Coch stud of Welsh mountain ponies, notwithstanding the success that this stud has enjoyed at leading shows since the war.

The auction was conducted by Messrs. Russell, Baldwin and Bright on behalf of Miss M. Brodrick, and ponies were sold to go to Canada, the U.S.A., Sweden, Holland and South Africa. Proceedings began quietly, with the first few lots making fair market prices, but when Coed Coch Sws, a prize-winning mare at many shows, was led into the ring the bidding opened at 300 gns. and rose swiftly to 900 gns., at which price she was knocked down to Mrs. Alison Mountain, of Sussex. But the highlight of the sale was the offer of Coed Coch Symwl, a grey mare and the winner of numerous championships, and it was not until the bidding had reached 1,150 gns. that Lord Kenyon obtained her for his Gredington stud in the face of determined opposition from overseas buyers. Another mare was sold to a Canadian buyer for 925 gns. and a two-year-old filly went to Mrs. Mackay Smith, Virginia, U.S.A., for 500 gns.

What was believed to be the highest price ever obtained for a pony stallion at auction in this country was paid by Lord Swansea when he acquired the two-year-old colt, Coed Coch Siglen Zas, for 700 gns. to lead the famous herd built up by his father at Builth Wells, Radnorshire.

SUSSEX STUD FARM FOR AUCTION

THE Lodge Green stud farm, formerly owned by Baroness Wentworth, of Crabbet Park, a famous breeder of Arab horses, comes up for auction in the near future. The stud, which is situated near the South Downs at Barlavington, about three miles to the south of Petworth, Sussex, covers 16 acres and consists of a stable block, surmounted by a central dove-cote, with accommodation for nine horses, a covered yard, five well-fenced paddocks, a pair of modern cottages and five acres of woodland and other land enclosed by a ring fence. It is to be offered with vacant possession by Messrs. Knight, Frank and Rutley and Messrs. Clutton, the managing agents.

VILLAGE HALL SOLD

AFURTHER indication of the demand for properties for conversion in Sussex was supplied the other day by the auction of the village hall at Walderton, near Chichester, which was considered to be surplus to the needs of this village and the neighbouring village of Stoughton. There was a large attendance at the sale, conducted by Messrs. Jackson-Stops and Staff's Chichester office, and the bidding soon passed the reserve price and carried on to £3,400, at which figure the hall was knocked down to Mr. D. S. Vernon.

The Trinity Methodist Church in the middle of Scunthorpe, Lincolnshire, has been sold at auction by Messrs. Bernard Thorpe and Partners and Messrs. A. E. Dowse and Son for £140,000 to Mr. S. H. Chippindale. It is understood that he was acting for British Home Stores, who have plans to re-develop the site.

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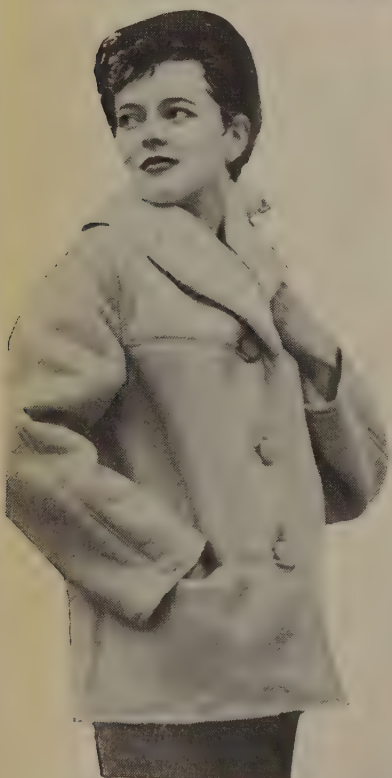
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NEW BOOKS

ON THE ASTRAL PLANE

Reviews by **HOWARD SPRING**

HAD there been any choice in the matter, it would have been difficult to decide whether or not one wanted Madame Blavatsky about the house. She had her usefulness. If a cup and saucer were smashed or mislaid, she could conjure a replacement out of the air with a wave of the hand. If music were needed, she could cause ethereal bells to chime and tinkle; and if you had forgotten the flowers to decorate the dinner-table, she could cause them to fall like pennies from heaven. And this was only the beginning, a filling of mundane gaps. Possibly you had graver problems, concerned with the life of the spirit. Well, it so happens that wise men who dwelt in conveniently unnamed and inaccessible parts solved all such matters long, long ago. And, most fortunate of miracles, Madame Blavatsky was in astral touch with some of them. There was one called Koot Hoomi. She had his portrait, and it is reproduced in

Kandy was under discussion—"the size of an alligator tooth"—Madame Blavatsky silenced criticism by saying: "Of course it's his tooth—one he had when he was born as a tiger." But Madame Blavatsky's friends preferred to believe that they had enjoyed more charming envelopes of flesh. Some of them had been Mary Magdalene, Joan of Arc, Anne Boleyn "and other interesting persons." The world is wide and history long. It must be uplifting to the ego to be able to pick and choose. Lady Caithness, who was "generous and devoted" to Madame Blavatsky, believed herself, says Mr. Symonds, to have been Mary Queen of Scots.

Well, surrounded by the devotion of such people, and aided and abetted by the American Colonel Henry Steel Olcott, who called her his "dear chum," Madame Blavatsky went her way, caused a stir in Europe and in India, where her headquarters were established, and died in London in

MADAME BLAVATSKY. By John Symonds (Odhams, 21s.)

AN OCCUPATION FOR GENTLEMEN. By Fredric Warburg (Hutchinson, 21s.)

PROVINCIAL PLEASURES. By Norman Nicholson (Robert Hale, 21s.)

Mr. John Symonds's *Madame Blavatsky* (Odhams, 21s.). He's a fine-looking man, with a countenance in which to meet sweet records, promises as sweet. Tender and compassionate are the words for Koot Hoomi; but Morya, another "Mahatma" here pictured, has a more threatening air. One wouldn't like to play any tricks with him. You mustn't think they sat for their portraits. They precipitated them.

It was because Madame Blavatsky was at the receiving end of precipitation that she was so useful in solving knotty problems. Few people had this power to receive, and those who had it were in a strong position, for who could question the word of a mystic Master? It came winging through the aeons and through thousands of miles of space and materialised in letters which Madame Blavatsky could produce, proving anything in dispute. That the notepaper and envelopes resembled those she herself used disturbed her not at all. Why shouldn't a Master use what lay to hand?

Levitating to the Chandelier

But obliging as she was on both the material and the astral plane, there were disadvantages in her company. She smoked too much, for one thing, puffing away morning, noon and night at the cigarettes she rolled for herself. And then it could have been unnerving, if she found herself without a match, to see her float up to the chandelier, light her cigarette at it, and descend. The people she had about her could be disconcerting, too. They were apt to believe in reincarnation, and ran true to form. I mean they had never known undistinguished incarnations. If you accept the doctrine of incarnation, you must accept the possibility of having once been a plague rat or a little over-driven slavey in a Victorian kitchen. When Buddha's Tooth in

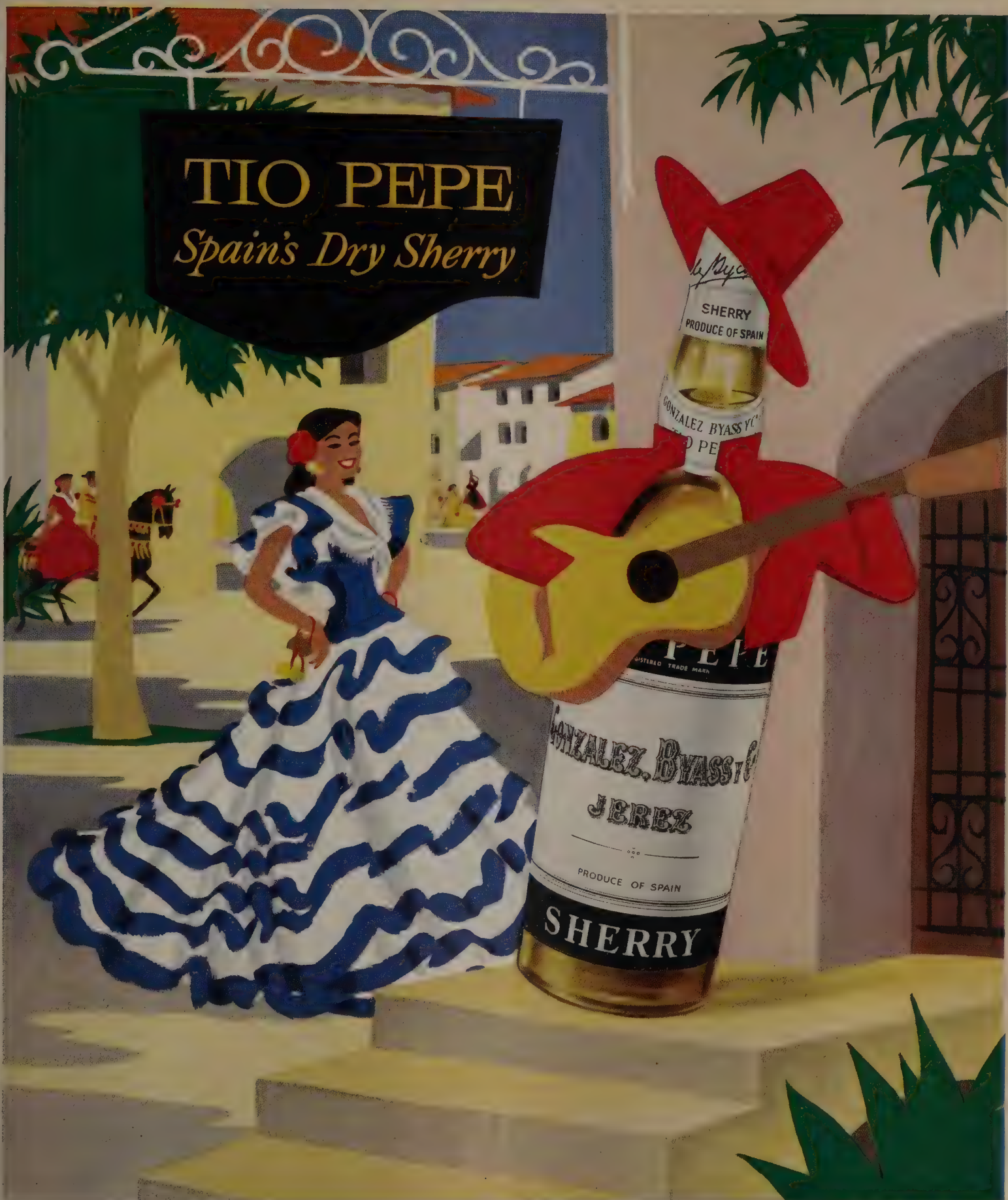
1891. There were plenty of disbelievers who called her a fraud, and it is impossible—for me, at any rate—to decide whether things written about her were true or untrue. There was, for example, Moncure Conway, the American Unitarian preacher, who spoke to her about her "miracles" and said frankly: "If such things occur, I desire to know it. . . . What does it all mean?" According to him, she answered: "You ought to know the truth. It's all glamour. People think they see what they don't see. That's all there is to it." Can we accept this alleged complete confession?

She had hypnotic eyes, which could glare you down as Hitler's could, and she could bully opposition to silence as Hitler could. Making people see what they want to see is an old game in the political world. Had she learned to apply it elsewhere?

It seems to me that the success of such people is founded on human inability to make what can be made of life as it daily is, on refusal to accept what may seem the hard doctrine that "the Kingdom of Heaven is within you," or nowhere: not in mystic Masters and Mahatmas, but in John Brown's body.

A PUBLISHER'S WORLD

Mr. Fredric Warburg, the head of the publishing house of Warburg, has some such thought in his book *An Occupation for Gentlemen* (Hutchinson, 21s.). After his service as a gunner in the first World War, Mr. Warburg went on to Oxford, where he read for Greats. He became bewildered by "metaphysics, the abstractions of moral and political philosophy. . . . I could not believe in the concepts presented to me. I kept turning them this way and that, to discover where their counterparts could be found in the living world of which I had some knowledge. But since they were not present in that world, I had to attribute to them a reality they did not



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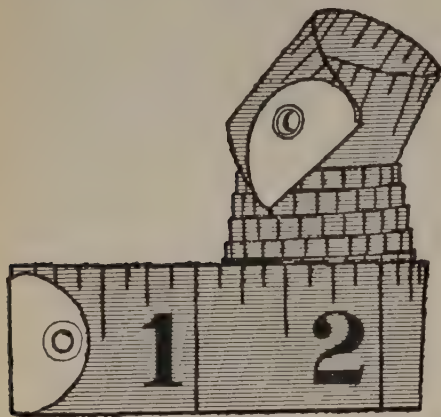
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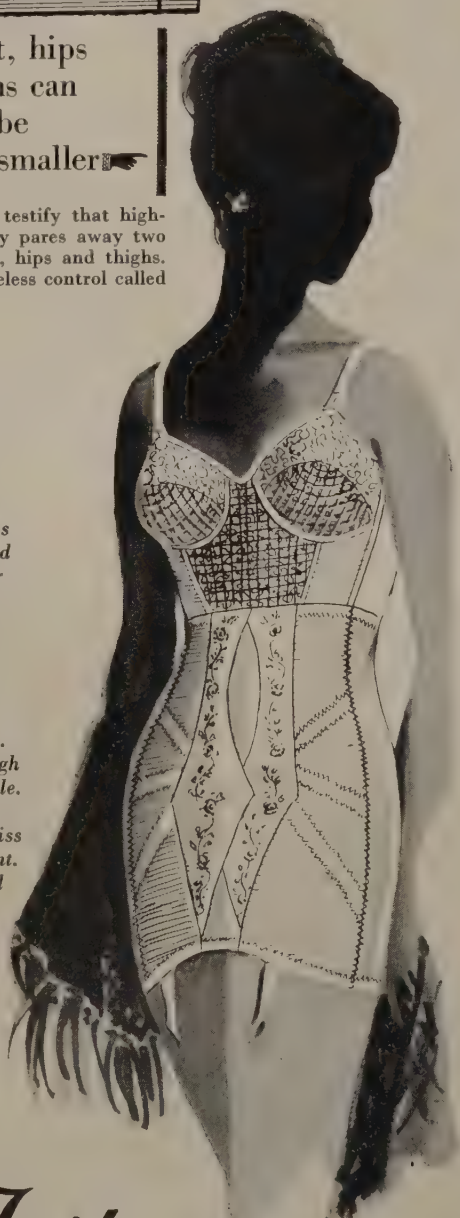
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REVIEWS by HOWARD SPRING—continued

really enjoy." He learned that "you cannot see the universal except in the particular, that there is no justice without a good man doing a righteous deed, that there is no perfect society, with or without the help of Plato and Aristotle, in a world inhabited by imperfect, untidy, miserable and passionate individuals." In short, he became a pragmatist.

I found his book deeply interesting, made up as it is of a double strand: his public life as a publisher and his private life as a man confronted by the social and political tangle of the years between the wars. At important points these two strands became one rope, one lifeline by which he strove to hold on to integrity. For his political convictions were firm. He was a man of the Left, but his dislike of Communism was as profound as his dislike of Fascism. Yet in the publishing world of the time forces were at work suggesting how a young and hard-up publishing house could profit from compromise, from inching over to a position where Leftism and Communism were not readily distinguishable.

Remaking a Bankrupt Firm

This struggle gives the book a dramatic unity which Mr. Warburg handles skilfully. But there is more to it than this. It is a human story of a young man, brought up in an old-fashioned tradition of publishing, finding himself in charge of a bankrupt firm and working against odds to fashion it into a modern concern. Alfred Knopf, the American publisher, has said: "The publisher selects from the common effort [of authors] whatever his instinct and his feeling for the necessary considers as just and beneficial. He takes it over, impresses the stamp of his enterprise upon it, and hurls it in its collective variety into the battle of life, where it must contend with the powers of obstinacy, ignorance and death." In this, the first of two volumes, Mr. Warburg is able to claim with truth: "That is the standard I have nailed to my mast."

On page 154 the writer says: "On this evening we would feed on hope, washed down by rich draughts of ambrosia." Those privileged to encounter ambrosia, eat it; and if they are lucky they have rich draughts of nectar to wash it down. Emerson must not be allowed (as he is on page 181) to get away with the phrase: "We needs must love the highest when we see it." Tennyson's Guinevere, please, lamenting, rather late, her preference for Lancelot over Arthur.

IN A CUMBERLAND TOWN

Throughout Mr. Warburg's book we are among the hot clashes of intellectual world-changers; and as I move there I am reminded of the reproachful words of a young relative to whom I had been recommending, I hoped, useful reading. "You'll be asking me to read the *New Statesman* next!" It is good to turn to Mr. Norman Nicholson's *Provincial Pleasures* (Hale, 21s.), amid which I am more at home than with the pleasures and verbal palaces of the metropolis. Mr. Nicholson, poet and playwright, was born in a small Cumberland town and has never left it. He has no use for Cobbett's "great Wen," which he sees "putting on suburb after suburb like layers of superfluous fat. So that its inhabitants scarcely know why they are there; they have lost the sense of a vital and purposeful link with the land on which they live."

Not that he wastes much time on scolding. He is too much fascinated by the daily life of the few streets that make up his world. But what can you see from a few streets in which "easily, inevitably, one life is knitted into another." Admittedly Mr. Nicholson sees more than most. He sees "every Odorborn child joined by an umbilical cord, stretching back through the ooze to the shelled, creeping creatures of the warm lagoons," but he can see also the weather, with a sharp Dickensian simile—"In gutters and spouts there is a drip and snuffle as if the houses had a bad cold in the head"—and he can see such an event as the annual performance by the amateur dramatic society with a witty clarity which will rejoice those who have been privileged to enjoy similar delights. So it goes—the policeman on his beat "with an intuitive foreknowledge of trouble in any part of the town," so that he "takes care to keep as far as possible from it." "It is only the policeman's petty duties which irritate him—such as checking dog licences or arresting murderers."

A Small Town's Snag

Mr. Nicholson is aware of the snag that a small town faces. The best and brainiest of the youngsters "who might have given the town its growing edge" go away. All the same, he believes in the small town. Its people are "comparatively immune from the freaks and panics of fashion." They "have a way of being oblivious to a crisis until the crisis is over. . . . It is not the narrowness of outlook which is the danger to provincial life but a superficial broadening . . . the dilution of local tradition and local culture by the tasteless, odourless, colourless bottled slop of the metropolis." But most of this exceptionally attractive book is not controversy but a poet's tribute to a place he loved.

TWENTY YEARS WITH PRIMULAS

THERE are at least 500 species of primula, ranging from our native, always appealing primrose and cowslip to majestic species from the Himalayas and some very unprimroselike kinds. Some are easy, a few are hard to grow; most are attractive, and different kinds suit different garden conditions. The great merit of *Hardy Primulas*, by H. G. Lyall (Collingridge, 25s.), is that the author has described, and in many cases illustrated, all the species and varieties which should be available and which are within the bounds of cultural possibility for the average gardener. His planting suggestions and cultural instructions are likewise excellent, based as they are on twenty years' specialisation.

In his foreword to *Science Has Green Fingers* (Pearson, 17s. 6d.), Dr. W. F. Bewley says: "To me, the cultivation of plants in its highest form will always be an art as well as a science." His long experience as Director of the Cheshunt Research Station has taught him just how much science and art go together, and what problems are likely to beset the average gardener.

Practical grower as well as scientist, he combines with his wide experience a capacity for simply expressed, interesting exposition. In this book he devotes chapters to the soil, the air, effects of light, and nutrients, before going on to discuss pest and disease organisms and finally to "science in practice." Most gardeners will find much to help them here, quite apart from the fascination of the subject. A.J.H.



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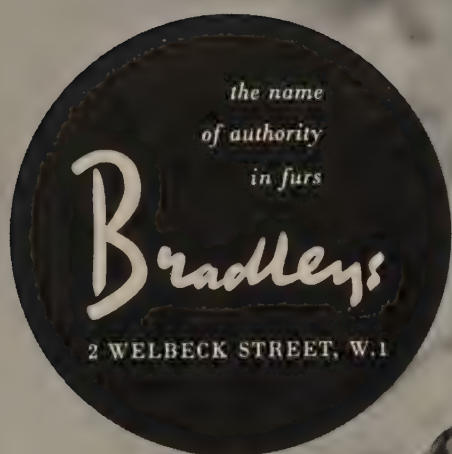
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A BRADLEY MODEL in ocelot



A 1959 fashion model and a 1905 Rolls-Royce in the Science Museum at South Kensington. The model's car-coat, in a novelty weave imitating Mongolian lamb, comes from Sweden; her dark navy mohair sweater from Italy; her tapered pants, in neatly checked wool, are London-made. At Simpson's of Piccadilly

(Right) The belted jacket that we used to call a Norfolk jacket and matching knickerbockers, both made in brown and black checked wool. They are photographed with the prototype gas-turbine Rover. (Below) The outfit transformed into a town suit, with matching skirt replacing the knickerbockers. The tall, thimble-shaped hat is made of dark-brown suede, banded with leather. At Bazaar, Knightsbridge



TIMES have changed. Toad's saga, progressing from the infatuated animal's first glimpse of a magnificent motor-car with "an interior of glittering plate-glass and rich morocco" to Badger's first glimpse of Mr. Toad, owner of a large and very expensive motor-car, "arrayed in goggles, cap, gaiters, and enormous overcoat . . . swaggering down the steps, drawing on his gauntleted gloves," is as out-of-date sartorially as I am sure it is mechanically. Clothes for women drivers and passengers are as streamlined as their cars. A head-scarf worn right over the head, then tied round the throat, has replaced the old-fashioned mushroom hat and gossamer veil; shirt and trousers, in wool or, more exotically, antelope, the cover-up dust coat. As for gaiters—white knitted stockings are *de rigueur* this season.

The photograph on this page of Norfolk jacket and knickerbockers, though the words recall the glittering motor-cars and their gauntleted drivers that flash through the pages of *The Wind in the Willows* and the gentlemen who sat beside mushroom-hatted lady drivers, with tussore coats protecting skirts and petticoats, in C. N. and A. M. Williamson's novels, belongs emphatically to a jet-propelled age. This outfit, and other motoring clothes illustrated in this page and page 679, were photographed with some of the veterans displayed in the Science Museum at South Kensington, and with the prototype gas-turbine Rover. The clothes are 1959-60 in conception and line. The oldest motor-car is an 1888 Benz—"a real horseless carriage, lacking only shafts and a horse," our guide commented. The youngest, after the prototype Rover, is a 1905 Rolls.

With the exception of the white fox collared and cuffed suit (the substitution of a matching skirt for the knickerbockers makes it a perfectly practical and elegant suit) and Michael's smooth dress and fur-lined top-coat, clothes to wear when motoring from Land's End to John o' Groats, are strictly practical, progressing, by layers, from basic shirt and slacks through sweaters to overcoat, wrist-length and knee-length, and incorporating hood and knitted-in cuffs in the sleeves. The white woolly car-coat photographed with the Rolls has two layers of tight white knit inset in the sleeves, so that not a breath of wind can penetrate



You'll love the Ballantyne Colt. You'll love it for its deceptively casual elegance. Most of all, for the soft warmth of its luxurious cashmere. Flatteringly feminine with the new shorter length, three-quarter sleeves, and Paris cravat (so impish!). Here in baby blue, the Ballantyne Colt is styled in all sizes and many other colours. See the Colt, and other cashmeres from the Ballantyne collection, at leading fashion stores.

Ballantyne
OF PEEBLES, SCOTLAND





(Left) Top-coat designed by Michael for urbane motoring, and to wear around town. It is made of snuff-coloured velour and lined with civet cat to pick up the sharp black and white of the Irish tweed dress beneath. The sash is of black satin



(Right) Straight, knuckle-length coat made of white leather. It is worn with matching leather beret and beige and white plaid wool skirt woven with a curly mohair thread. The silk scarf is checked with poppy red and white (Jaeger). The car on the right is a baby Peugeot, 1902

it. Gloves have sturdy pigskin backs and palms crocheted in string that will not slip. Morley make these and they are stocked at almost every big store. Half-boots, prettier than heavy shoes, are light and soft, but still sturdy. These should be a half size or so larger than one's usual fitting to accommodate the heavy socks that may be needed when out of the car, but scarcely when in it.

Sweaters, especially for those who have perfected the principle of dressing for driving in layers of clothes that can be peeled off or put on in a kind of personal thermostat control, tend to be less bulky, and are certainly lighter in weight than they used to be. The shirts, whether made of silk, wool or leather, are designed to be worn outside straight skirt or pants. These tailored shirts are particularly good in white leather or suède, but though white leather for motoring may seem an expensive buy it is not quite as costly as it sounds. All can be dry-cleaned, some are said to be spongeable and a few are claimed as washable. Liberty, for instance, have trousers and shirt (battle-blouse type) made of French suède, pale beige in colour, which is guaranteed washable (blouse, £34; slacks, £27). This store also has full-length leather coats and a good selection of well-cut suède and leather jackets, fur-lined.

Lillywhites, Simpsons of Piccadilly and Jaeger all specialise in active sportswear, and everything needed for motoring (active or passive) can be assembled at one or other of these stores. Jaeger has some excellent reversible skirts and three-quarter coats (wool and camel-hair tartan one side and plain the other) which are capable of ringing the changes on a long tour. These are shown with toning sweaters and berets. Simpson's recent dress-show also teamed some well-chosen travelling companions together. Besides the two outfits photographed I liked a three-quarter-length coat made of dark brown suède, lamb-lined, and worn with brown tweed skirt and yellow bouclé mohair sweater.

Shopping News

AS well as car-coats and knickerbockers, the motorist must think of rather more everyday things—soaps, for instance, stockings and cosmetics, too. Recent examples of all these things that have come into the shops include Guerlain's Crème Hydratante, which is pleasantly scented and meant to be lavished all over the body, particularly on arms and legs. This is a welcome addition to the Guerlain range of Sapoceti soaps. Apiella has brought out a Royal Jelly soap in



(Left) Elegant white leather shirt and tailored black antelope pants, imported from Spain, by Bettina. They are shown beside a Krieger electric brougham, 1904 model. Both shirt and pants at Harrods; pants alone at Lillywhite's. Gold and brown mosaic scarf by Jacquar



(Right) A hooded car-coat made of bright amethyst coloured proofed loden cloth. It is lined with purple, green and white wool and worn with toning green sweater, white tweed skirt and beige reverse calf half boots. At Simpson's of Piccadilly. The car is an 1888 Benz

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A trench coat made of bright red capeskin, with an optional belt and nylon fur lining. By Paul Blanche at Debenham and Freebody, London; Brown's, Chester; Kendal Milne, Manchester

(Right) A sweater from Switzerland for practical use when motoring. Though warm, it is amazingly light and soft. It is made of black, grey and white striped mohair. At Debenham and Freebody

the shape of a large oval (one size only), which is transparent and gold in colour. This, too, is pleasant to use. There is a new hand cream called Atrix, made by Smith and Nephew, which is protective in action. I can recommend this to gardeners as well as to motorists. For small boys, often even grubbier than either of these fanatics, the makers of Knight's Castile soap have put out a new soap called Lyril, which somehow gets rid of most kinds of dirt and the high-tide mark in the bath as well.

Several manufacturers have brought out variations on well-known stocking brands within the last few weeks. Bear Brand have a



For the woman who prefers a hat to a scarf when motoring. This ocelot hat, made by Simone Mirman, is held by a wide draped band and scarf of fine, olive-green silk jersey

long-wearing needle-point mesh stocking called Ohio. This is a fine 15-denier stocking, yet guaranteed ladder-proof. The same firm has also brought out a 60-denier crêpe nylon stocking meant for country wear and, for the very young, bright ribbed crêpe nylon stockings, both full and knee-length. The new Charnos stockings in 15-denier nylon are both sheer and matt and are called Moonbeams; Berkshire have put out new textured mesh nylons which are said to be "ladderproof in a downward direction." These have the sheer but matt look which seems to be the stocking manufacturers' ultimate goal.

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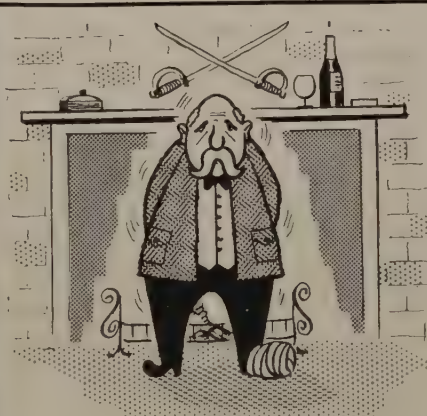
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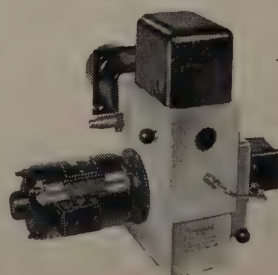
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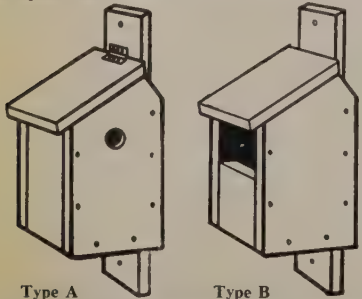


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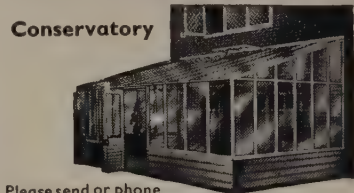
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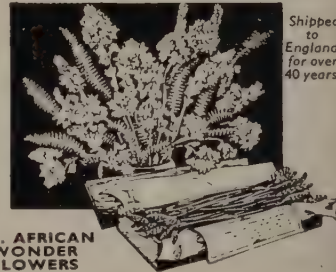
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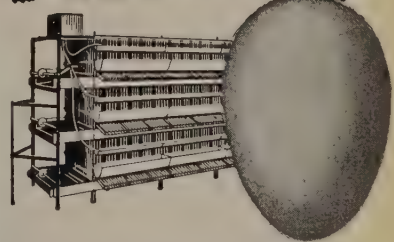
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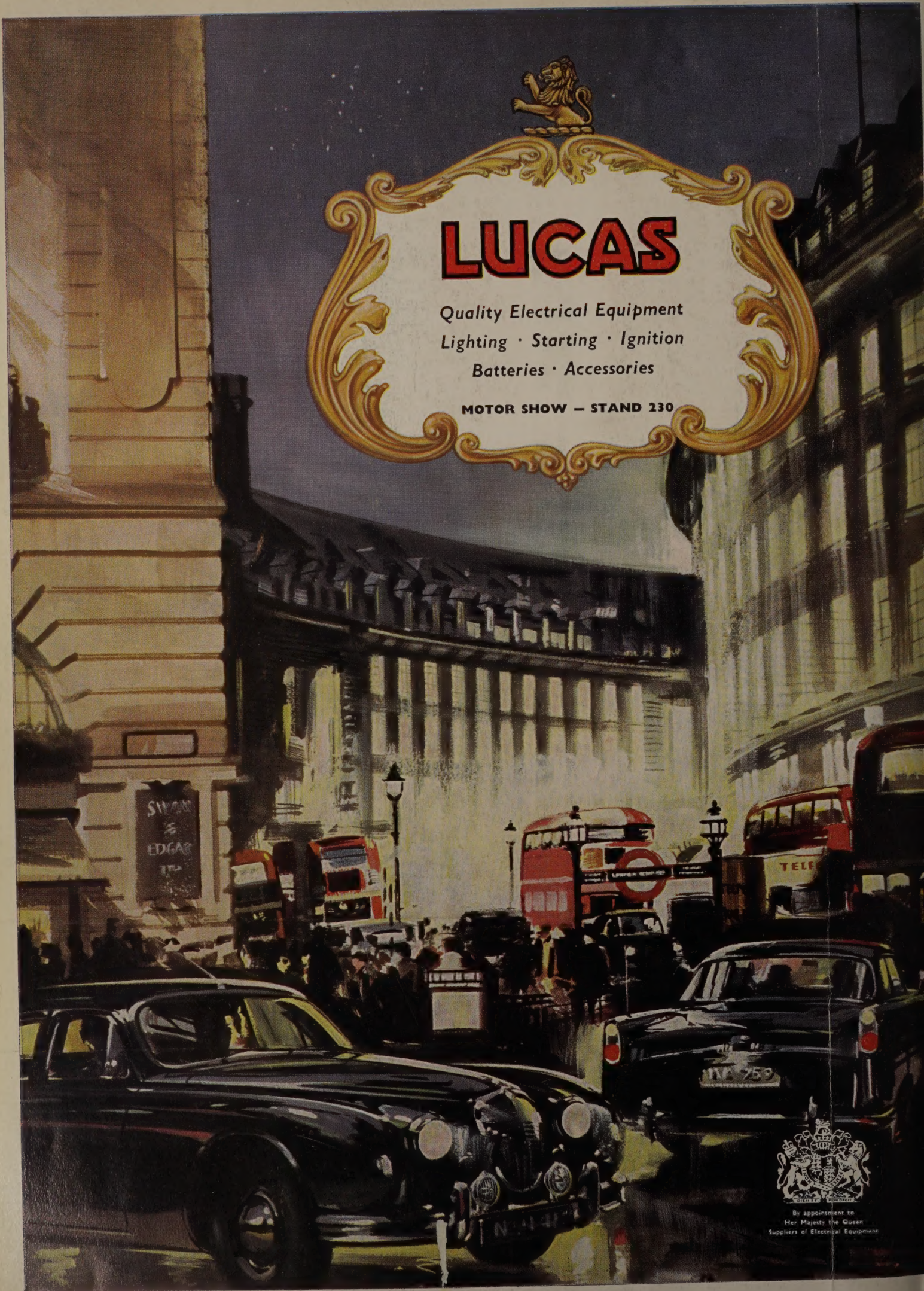
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